FRONTISPIECE.

THE

BRITISH TRIDENT;

OR,

Register of Naval Actions;

INCLUDING

Authentic Accounts of all the most

REMARKABLE ENGAGEMENTS AT SEA,

IN WHICH

The British Flag

HAS BEEN EMINENTLY DISTINGUISHED;

From the Period of the memorable Defeat of the

SPANISH ARMADA,

TO THE PRESENT TIME.

CHRONOLOGICALLY ARRANGED.

By ARCHIBALD DUNCAN, Esq.

LATE OF THE ROYAL NAVY.

IN SIX VOLUMES.

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PREFACE.

Britons proceed, the subject deep command,
Awe with your navies every hostile land:
Vain are their threats, their armies all are vain;
They rule the balanc'd world who rule the main.

MALLET.

AT a juncture like the present, when the threats of invasion by a foe thirsting for blood, and flushed with the hope of plunder, are loudly reverberated by the rock-defended shores of Albion's Isle—at a moment when every British bosom is filled with martial energy, and every son of Freedom burns with patriotic fervor to distinguish himself in her sacred cause—it cannot be thought unseasonable to present an historical account of the splendid naval achievements of our countrymen—achievements which, while the world shall exist, will shine with undiminished brilliancy, and procure them the meed of deathless glory. At such a period it cannot be improper to place before our gallant defenders the bright examples, to display the deeds of those illustrious characters, whose volour in combat, whose conduct and perseverence, amidst the difficulties and dangers to which a life of maritime enterprize is exposed, have contributed to give to Britain that preponderance in the scale of nations, which she at present enjoys.

In the Mariner's Chronicle *the Editor has introduced numerous instances of the intrepidity, fortitude, and perseverance of British seamen, under some of the most afflictive calamities in which man can possibly be involved. Encouraged by the extensive demand for that work, and presuming upon it as indicative of the general approbation of his labours, he purposes to present the public, in the* Register of Naval Actions, *with an accurate and impartial account of every important sea-fight in which the British Navy has borne a part, commencing with the destruction of the vaunted* Invincible *Armada, in the reign of Queen Elizabeth. From that period may be dated the era of England's maritime superiority, which the numberless exploits of her commanders, unparalleled in the annals of any other nation, have since extended and confirmed.*

While the Editors thus rears the trophies of his country's glory, and records the victories of her naval heroes, he hopes to give an additional incitement to those now engaged in the service, to emulate the deeds of their predecessors. Example is, doubtless, more powerful than precept; it is, therefore, not unreasonable to expect, that the relation of the exploits of a Howard, a Blake, a Sandwich, or the more recent achievements of a Rodney, a Howe, a Jervis, a Duncan, and—though last, not least —a Nelson, will inspire some portion of the qualities which have elevated those heroes to a level with the most renowned characters of antiquity.

But it is not only to the naval officer and Seaman that the Register of Naval Actions *is expected to prove*

an acceptable present. Every one whose heart contains a spark of patriotism, whose bosom cherishes that love of country inherent in generous minds, must survey, with a sentiment of mingled pride and pleasure, the numerous and splendid triumphs of Britain, on what may be justly termed her native element. With admiration he will behold the hardy seaman, cool and collected amid the shock of embattled navies, hurling sweeping destruction on the foe; with emotion he will see him, at the hazard of life, giving relief to a distressed enemy whelmed beneath the foaming surge; and when success has crowned the exertions of his valour and the prudence of his measures, he will view him with edification, devoutly ascribing the glory to the hand of Omnipotence. While such shall be the character of the British seamen, will Britain wield, we trust, unrivalled, the sceptre of the ocean; so long will she command the fear and respect of the rest of the world, and we may exultingly exclaim with the poet—

"Britain's best Bulwarks, are her wooden walls!"

INTRODUCTION.

THE youthful reader, and even many of those of maturer years, will not be displeased to find, at the commencement of a collection like the present, a few observations and particulars relative to the general subject, which may enable them to form a more accurate comprehension of the facts and circumstances detailed in the work. To those who are but little versed in naval affairs, we are confident they will prove equally useful and interesting.

Of the Economy of the British Navy, and the individual Ships of which it is composed.

OBSERVATIONS ON SHIPPING IN GENERAL.

The arts of vavigation and ship-building are of such a complicated nature as to require the ingenuity and experience of many successive ages to bring them to any degree of perfection. From the raft, or canoe, which assisted the savage to cross the river that obstructed him in the pursuits of the chase, to the proud vessel charged with the fate of hundreds, and transporting them to the remotest regions, the distance is immense. How many efforts must have been made, how many experiments tried, and how much labor and invention employ

ed, before such an arduous and important undertaking could have been accomplished!

But it is impossible to place this subject in a more striking point of view than by introducing the very ingenious reflections on the present perfection of navigation from Foster's History of Voyages and Discoveries made in the North.

"Of all the arts and professions," says that writer, "which have at any time attracted my notice, none has ever appeared to me more astonishing and marvellous than that of navigation, in the state in which it is at present. This art affords one of the most certain and irrefragable proofs of the amazing powers of the human understanding. This cannot be made more evident, than when, taking a retrospective view of the tottering, inartificial craft, to which navigation owes its origin, we compare it with a noble and majestic edifice, containing a thousand men, together with their provisions, drink, furniture, and other necessaries, for many months, besides one hundred pieces of heavy ordnance; and bearing all this vast apparatus safely, and as it were on the wings of the wind, across immense seas to the most distant shores. The following example may serve to delineate at full length, as it were, the preceding idea.

"But it may first be necessary to premise, that a huge unwieldy log of wood, with the greatest difficulty and in the most uncouth manner hollowed out in the inside, and somewhat pointed at both ends, and thus floated on a river, for the purpose of transporting two or three persons belonging to one and the same family across a piece of water a few feet deep, by the assistance of a pole pushed against the ground, cannot with propriety be considered as the image of navigation in its first and earliest stage. The canoe, however, is a specimen of the art in a more advanced state, as this kind of craft is capable of having direction given to it, and even of such a capital improvement as the addition of a sail.

"For this reason I chuse this vehicle as a standard, in preference to a mere raft, to which, notwithstanding its imperfection, it is so greatly superior. Let us, therefore, compare this with a large majestic, floating edifice, the result of the ingenuity and united labor of many hundreds of hands, and composed of a great number of well-proportioned pieces, nicely fastened together by means of iron nails and bolts, and rendered so tight with tow and pitch that no water can penetrate it. Now, in order to give motion and direction to this enormous machine, some astonishingly lofty pieces of timber have been fixed upright in it, and so many moveable cross-pieces have been added, together with such a variety of pieces of strong linen cloth, for the purpose of catching the wind, and of receiving its impulse and propelling power, that the number of them amounts to upwards of thirty. For changing the direction of these yards and sails, according to particular circumstances, it has also been requisite to add a vast quantity of cordage and tackling, and nevertheless, even all this would not be sufficient for the direction and government of the vessel, if there were not fastened to it, by means of hinges and hooks, a moveable piece of wood, very small indeed, in proportion to the whole machine, but the least inclination of which to either side is sufficient to give immediately a different direction to this enormous large mass, and that even in a storm, so that two men may direct and govern this swimming island with the same or with greater ease than a single man can do a boat.

"But if we, besides, consider, that in a vessel like this, not a single piece is put in at random, but that every part of it has its determined measure and proportion, and is fixed precisely in that place which is the most advantageous for it, that throughout every part are distributed an astonishing number of blocks, stays, and pullies, for the purpose of diminishing the friction and accelerating the motion of these parts; that even the bellying and vaulted part of the fabric, together with

its sharp termination underneath, are proportioned according to the nicest calculations, and the most accurately determined rules; that the length and the thickness of the masts, the size of the booms and yards, the length, width, and strength of the sails and tackling, are all in due proportion to one another, according to certain rules, founded upon the principles of motion:—when we consider all this, I say, our admiration increases more and more at this great master-piece of human power and understanding.

"Still, however, there are wanting a few traits to complete this description:—A man in health consumes, in the space of twenty-four hours, about eight pounds of victuals and drink; consequently 8,000lbs. of provisions are required per day in such a ship. Now, let us suppose her to be fitted out for three months only, and we shall find that she must be laden with 720,000lbs. of provision. A large forty-two pounder weighs about 6,100lbs. if made of brass, and about 5,500lbs, if of iron; and on board a ship of 100 guns there are generally twenty-eight or thirty of these, the weight of which, exclusive of that of their carriages, amounts to 183,000lbs. On the second deck there are thirty twenty-four pounders, each of which weighs about 5,100lb. and therefore altogether 153,000lb. The weight of the twenty-six or twenty-eight twelve-pounders on the lower deck amounts to about 74,500lbs. that of the fourteen six-pounders, on the upper deck, to about 26,600lbs. and, besides that on the round-tops, there are even three-pounders and swivels. Now, if to this we add, that the complete charge of a forty-two pounder weighs about 64lbs. and that, at least, upwards of one hundred charges are required for each gun, we shall find this to amount to nearly the same weight as the guns themselves. In addition to this we must reflect, that every ship must have, by way of providing against exigencies, at least another set of sails, cables, cordage, and tacklings, which altogether amount to a consi-

derable weight. The stores likewise, consisting of planks, pitch, and tow; the chests belonging to the officers and sailors; the surgeon's stores, and various other articles requisite for a long voyage; as also the small arms, bayonets, swords, and pistols, are no inconsiderable load. To this we must finally add the weight of the crew, which is not very trifling, and we shall find that one of these large ships carries at least 2,162 tons burthen, or 4,324,000lb. and, at the same time, is steered and governed with as much ease as the smallest boat.

"The consideration of these circumstances is sufficient to excite the most serious reflections in a contemplative mind; and yet, if such a ship sailed along the coast only, and never lost sight of the shore, as the navigators of old used to do, we might still be tempted to regard navigation as an easy and trifling business. But to find the straightest and shortest way over an ocean of 60 or 80 degrees in longitude, and 30 or 40 in latitude, or across a track from 4,000 to 6,000 miles in extent, by day or by night, in fair weather or in foul, as well when the sky is overcast as when it is clear, and often with no other guide than the compass, which does not even point direct to the north in all places; and to be able to determine the true position of the ship at sea by the height of the sun, though this latter be enveloped in clouds; or to direct one's course by the moon and stars, with such exactness and precision as not to make a mistake of the value of half a degree, or thirty miles; this at least shews the great and astonishing progress made in the art of navigation by the aid of modern ingenuity and invention."

OF THE RATES OF SHIPS OF WAR.

The order, or classes, into which the ships of war in the navy are divided, according to their force and magnitude, are termed *Rates*.

In general the ships of every rate, besides the captain, have a master, a boatswain, a gunner, a chaplain, a surgeon, and a carpenter; all of whom, excepting the chaplain, have their mates and assistants; among these are comprehended the sail-maker, the master at arms, the armourer, the captain's clerk, the gun-smith, &c. The number of other officers are always in proportion to the rate of the ship.

The *First Rate* comprehends all ships of 100 guns and upwards, having 42-pounders on the lower deck, 24-pounders on the middle deck, 12-pounders on the upper deck, and 6-pounders on the quarter deck and forecastle. They are manned with 850 to 875 men, including officers, seamen, marines, servants, &c. A first rate has 6 lieutenants, 6 master's mates, 24 midshipmen, and 5 surgeon's mates, who are considered as gentlemen; besides the following petty officers:—quarter-masters and their mates 14; boatswain's mates and yeomen 8; gunner's mates and assistants 6; quarter-gunners 25; carpenter's mates 2, besides 14 assistants; and 1 steward's mate to the purser.

The *Second Rate* includes all ships carrying from 90 to 98 guns upon three decks, of which those on the lower battery are 32-pounders; those on the middle 18-pounders; on the upper deck 12-pounders; and those on the quarter deck 6-pounders. Their complement of men is from 700 to 750; among whom are 6 lieutenants, 4 master's mates, 24 midshipmen, and 4 surgeon's mates; 14 quarter masters and their mates; 8 boatswain's mates and yeoman; with 22 quarter-gunners, 2 carpenter's mates with 10 assistants, 1 steward, and 1 steward's mate.

The *Third Rate* consists of ships carrying from 64 to 80 guns, which are 32, 18, and 9-pounders. The 80-gun ships, however, begin to grow out of repute, and give way to those of 74, 70, &c. which have only two whole batteries, whereas the former have three with 28 guns on each, the cannon of

their upper deck being the same as those on the quarter-deck and forecastle of the latter, which are 9-pounders. The complement of men in a 74 is 650, and in a 54, 500. In peace they have 4 lieutenants, but in war 5, and when an admiral is on board 6. They have 3 master's mates, 16 midshipmen, 3 surgeon's mates, 10 quarter masters and their mates, 6 boatswain's mates and yeomen, with 18 quarter-gunners, 1 carpenter's mate and 8 assistants, and 1 steward and steward's mate under the purser.

The *Fourth Rate* consists of ships carrying from 50 to 60 guns on two decks and the quarter deck. The lower tier is composed of 24-pounders, the upper of 12-pounders, and the quarter deck and forecastle of 6-pounders. The complement of a 50 gun-ship is 350 men; among whom are 3 lieutenants, 2 master's mates, 10 midshipmen, 2 surgeon's mates, 6 quarter masters and their mates, 4 boatswain's mates and their yeomen, 1 gunner and 1 yeoman; with 12 quarter gunners, 1 carpenter's mate and 6 assistants, and a steward and steward's mate.

All vessels of war, under the fourth rate, are usually comprehended under the general name of Frigates, and never appear in the line of battle.

The *Fifth Rate* consists of vessels mounting from 32 to 40, or 44 guns. The latter have two decks of cannon, the lower battery being of eighteen pounders, and that of the upper deck of six pounders; but those of 36 or 32 guns have only one complete deck of guns, mounting 12 pounders, besides the quarter deck and forecastle, which carry 6-pounders. The complement of a 44 gun ship is 280 men, and of a frigate of 36 guns 240 men. The first has 3 and the second 2 lieutenants, and both have 2 master's mates, 6 midshipmen, 2 surgeon's mates, 6 quarter masters and their mates, 2 boatswain's mates and 1 yeoman, 1 gunner's mate and 1 yeoman, with 10 or 11 quarter-gunners and 1 purser's steward.

The *Sixth Rate* consists of frigates carrying from 20 to 30 guns, 9-pounders; those of 28 guns having 3-pounders on their quarter deck, with 200 men for their complement; and those of 24, 160 men. The former have 2 lieutenants, the latter 1, and both have 2 master's mates, 4 midshipmen, 1 surgeon's mate, 4 quarter-masters and their mates, 1 boatswain's mate and 1 yeoman, with 6 or 7 quarter-gunners, and 1 purser's steward.

The whole of these rates are termed post-ships, that is, their commander is a post captain, while the commanders of vessels carrying less than 20 guns are denominated Masters and Commanders. The sixth rate is generally supposed to comprehend all brigs, sloops of war, cutters, schooners, &c. carrying from 6 to 18 guns; but this applies only to their pay, the rest of their establishment of officers and crew varying according to their force and magnitude, many of them being commanded by lieutenants, and some, such as gun-boats, &c. by midshipmen who have passed for lieutenants.

The sloops of war carry from 8 to 18 cannon, the latter having 6-pounders, and the former (those from 8 to 10 guns) 4 pounders. Their officers are generally the same as in the sixth rates, with little variation, and their complements of men are from 60 to 120, in proportion to their force and magnitude.

Bomb vessels are on the same establishment as sloops, but hospital ships and fire ships are on that of fifth rates.

OF FLAGS AND FLAG OFFICERS.

In the British Navy flags are either red, white, or blue, and are displayed from the top of the main-mast, fore-mast, or mizen-mast, according to the rank of the admiral.

The first flag in Great Britain is the Royal Standard, which is only hoisted when the king or queen is on board a vessel;

the second is that of the Anchor of Hope, which characterizes the Lord High Admiral, or Lords Commissioners of the Admiralty; and the third is the Union Flag, appropriated to the Admiral of the Fleet, who is the first military officer under the Lord High Admiral.

When the flag is displayed at the main-top-gallant-mast-head, the officer distinguished by it is known to be an admiral; when from the fore-top-gallant-mast-head, a vice admiral; and when from the mizen-top-gallant-mast-head, a rear-admiral; the next flag after the Union is white at the main; and the last, which characterizes an admiral, is blue at the same mast-head.

For a vice-admiral the first flag is red, the second white, and the third blue, at the fore-top-gallant mast-head. The same order is observed with regard to rear-admirals, whose flags are displayed at the mizen-top-gallant-mast-head. The lowest flag in our navy is, therefore, blue at the mizen. All the white flags have in them a red St. George's Cross, by which they are the more readily distinguished from the French white flag with a white cross.

When a council of war is held at sea, if it be on board the admiral's ship, a flag is hung on the main shrouds; if in the vice-admiral's, on the fore-shrouds; and in the rear-admiral's, on the mizen shrouds.

To hang out the white flag in battle is to demand quarter; to hoist the red flag is to give a signal of defiance and battle; and to lower or strike the flag in an engagement is a sign of yielding.

The admirals of his Majesty's fleet are classed into three squadrons; the Red, the White, and the Blue. When any of these officers are invested with the command of a squadron, or detachment of ships of war, their particular ships are distinguished by the colors of their respective squadrons; that is, the ships of the red squadron wear an ensign, whose union is

displayed on a red field; the ensigns of the white squadron have a white field; and those of the blue squadron a blue field; the union being common to all three. The ships of war, therefore, are occasionally annexed to any of the three squadrons, or shifted from one to another.

OF THE OFFICERS OF A SHIP OF WAR AND THEIR DUTIES.

Having now treated of the officers commanding a greater or less number of vessels, which are collectively denominated a squadron, or a fleet, we shall now proceed to state the duties of the principal officers in each individual ship.

The *Captain* is the military commander of his ship, and his charge is of great importance. He is not only answerable for any bad conduct in the military government, navigation, and equipment of his vessel, but also for any neglect of duty, or ill management in his inferior officers, whose several charges he is appointed to superintend and regulate. Upon his first appointment to the command he must constantly attend his ship and hasten the necessary preparations to fit her for sea. His injunctions on this head are so strict, that he is forbidden to be out of his ship from the time of his arrival on board till the day of his discharge, unless by particular leave from the Admiralty or the commander in chief. He is enjoined to shew an example of honor and virtue to the officers and men, to discountenance all dissolute, immoral, and disorderly practices, to maintain discipline and subordination, and to correct offenders. He is ordered particularly to survey all the military stores sent on board, to employ the utmost assiduity in procuring and keeping up his complement of men, and to superintend the muster himself, if there be no clerk of the cheque at the port. When his ship is assigned a cruizing station, he is expected to keep the sea during the whole length of time appointed, unless compelled by some unexpected accident to

return to port. It is his duty to exercise and train his men in the management of the artillery, that they may be the more expert in time of battle. In an engagement his station is on the quarter-deck, on this occasion he is expected to take every opportunity of annoying his enemy, and improving every advantage; to exhibit an example of courage and fortitude to his officers and crew; and to place his ship opposite his adversary, in such a position that every gun shall do effectual execution. When his ship arrives in port, on his return from abroad, the captain is to draw up, in the presence of the officers, a detail of the observations made during the voyage, and a statement of the qualities of the ship, for the information of the officer who may succeed him in the command. This account, signed by himself and officers, he delivers to the resident commissioner of the navy at the port where his ship is discharged.

The officer next in rank and authority to the captain is the *Lieutenant*. In a large ship, as we have already observed, there are several lieutenants, who take precedence according to the dates of their first commission. In the absence of the captain the oldest lieutenant is charged with the command of the ship. The lieutenant who commands the watch at sea, keeps a list of all the officers and men belonging to it, in order to muster them when he thinks it expedient, and reports to the captain the names of those who are absent from their duty. During the night-watch he occasionally visits the lower decks, or sends a careful officer to see that the centinels are at their duty, and that there is no disorder among the men; no tobacco smoked between decks, nor any fire or candles burning there, excepting the lights which are kept in lanterns, under the care of a proper watch, for particular purposes. He is expected to be always on deck in his watch, both to give the necessary orders relative to trimming the sails and super-

intending the navigation, and likewise to prevent any noise and confusion; but he is never to change the ship's course without the captain's direction, unless to avoid an immediate danger. In time of battle it is the particular province of the lieutenant to see that all the men are at the quarters where they have been previously stationed, according to the regulations made by the captain. He orders and exhorts them every where to perform their duty, and acquaints the captain with any instances of misbehavior on that and all other occasions, and likewise with every thing that concerns the service or discipline The Lieutenant at arms is the youngest with respect to the date of his commission in the ship. By his instructions he is particularly ordered to train the seamen in the use of small arms, and accordingly in an engagement he generally commands a party upon the upper decks.

The *Master* ranks immediately after the lieutenants. He is appointed by the Commissioners of the Navy, to take charge of the navigating and conducting a ship from port to port, under the direction of the captain. He particularly superintends the management and disposition of the sails, the working of the ship into her station in the order of battle, and the direction of her movements in time of battle. He is likewise charged with the stowage of the hold; he is to take care that the rigging, sails, and stores, be duly preserved; to see that the log and log book be regularly and correctly kept; to observe accurately the appearances of coasts, rocks, and shoals, with their depths of water and bearings, noting them in his journal. He is to keep the hawser clear when the ship is at anchor, and to provide himself with necessary instruments, charts, and books of navigation. It is likewise his duty to examine the provisions, and to admit none but such as are good and wholesome. When the ship is laid up, he is to deposit a copy of the log-book and journal with the Commissioners of

the Navy; and, to enable him to perform these different services, he is allowed several assistants, who are denominated *Mates* and *Quarter-masters*.

The *Boatswain* is the officer to whose charge are committed the boats, sails, rigging, colors, anchors, cables, and cordage. It is his duty particularly to direct whatever relates to the rigging of a ship after she is equipped from a royal dock yard. He is, consequently, to observe, that the masts are properly supported by their shrouds, stays, and back-stays, so that each of these ropes may sustain a proportional effort, when the mast is strained by the violence of the wind, or the agitation of the ship. He, likewise, takes care, that the blocks and running ropes are regularly placed, so as to answer the purposes intended; that the sails are properly fitted to the yards and stays, and well furled or reefed, as occasion requires. It is also his office to summon the crew to their duty, to assist, with his mates, in performing the necessary business of the ship, and to relieve the watch. He ought frequently to examine the condition of the masts, sails, and rigging, and repair what is defective. He is ordered by his instructions to perform his duty "with as little noise as possible." For these purposes the boatswain has an assistant, called his Mate, who has the peculiar command of the long-boat.

The *Gunner* is an officer appointed to take charge of the ammunition and artillery on board, to keep the latter in proper order, and to teach the sailors the exercise of the cannon. He has under him, more particularly, an assistant, called his mate, and a certain number of quarter-gunners, who perform any work that he may command relative to the cannon, &c. Their number is always proportioned to that of the ship's cannon, one quarter-gunner being allowed to every four guns.

The duty of the *Carpenter*, is to examine and keep in order the frame of the ship, together with her masts, yards, boats, and all other wooden machinery; likewise the stores committed to him by indenture from the surveyor of the dock-yard. It is the carpenter's business, in particular, to keep the ship tight, for which purpose he ought frequently to review the decks and sides, and to caulk them when necessary. In time of battle he is to examine, with the utmost attention, all the lower apartments of the ship, to stop any holes that may be made in the sides by shot, with wooden plugs, of different sizes, prepared for the purpose.

A *Midshipman* is a kind of naval cadet, appointed by the captain of a ship of war to second the orders of the superior officers, and to assist in the necessary business of the vessel, either on board or on shore. No person can be appointed lieutenant without having previously served two years in the royal navy in this capacity, or in that of mate, besides having been at least four years in actual service at sea.—The station of midshipman is, therefore, that in which a young volunteer is trained to the several exercises necessary to attain a knowledge of the machinery, discipline, movements, and military operations of a ship, to qualify him for a sea-officer. The number of midshipmen, like that of several other officers, is always in proportion to the size of the ship to which they belong.

The *Purser* is an officer appointed by the Lords of the Admiralty to take charge of the provisions of a ship of war, and to see that they are distributed among the officers and crew conformably to the printed instructions. To assist him in these duties the purser appoints an assistant, generally called the Purser's or ship's steward, to distinguish him from the captain's or ward-room stewards, whose business it is to take care of the sea-stock belonging to the captain, lieutenants, &c.

OF THE ECONOMY OF A NAVAL ENGAGEMENT.

As a general engagement of fleets, or squadrons of ships of war, is no other than a variety of particular actions of single ships with each other in line of battle, a description of the latter will furnish a satisfactory idea of the manner of conducting the former.

The whole economy of a naval engagement may be arranged under the following heads:—1. the preparation; 2. the action; 3. the repair or refitting for the purposes of navigation.

The preparation is commenced by an order to clear the ship for action, which is repeated by the boatswain and his mates at all the hatch-ways or stair-cases leading to the different batteries. In a vessel of war, the management of the artillery requires a considerable number of men: the officers and sailors are consequently confined to a narrow space in their usual habitations, in order to preserve the internal regularity of the ship. Accordingly the hammocks, or hanging beds of the latter, are crowded as closely as possible between the decks, each being limited to the breadth of 14 inches. They are hung in parallel rows, extending from one side of the ship to the other, nearly throughout the whole length, so as to admit of no passage but by stooping under them. While suspended in this situation, it would be impossible to work the cannon, and, therefore, on such occasion it is necessary to remove them with the utmost expedition. Accordingly, at the summons of the boatswain, who cries: "Up all hammocks," every sailor repairs to his own, and having stowed his bedding properly, he cords it tight and carries it to the quarter-deck, poop, forecastle, or whatever other place is most convenient. As each side of the quarter-deck and poop is provided with a double net-work, supported by iron cranes, fixed immediately above the gunwale or top of the ship's side, the hammocks, thus corded, are firmly stowed by the quarter-masters between

the two parts of the netting, so as to form an excellent barrier. The tops, waist, and forecastle, are then fenced in the same manner. By this disposition of the hammocks a two-fold advantage is obtained:—the batteries of cannon are immediately cleared of an incumbrance, and the hammocks are converted into a kind of parapet, to prevent the execution of small shot on the quarter-deck, tops, and forecastle.

During the execution of this business below, the boatswain and mates are employed in securing the sails and yards, to prevent them from falling down when the ship is cannonaded, as by such an accident she might be disabled, and rendered incapable of attack, retreat, or pursuit. The yards are likewise secured by strong chains, or ropes, in addition to those by which they are usually suspended. The boatswain likewise provides the necessary materials for repairing the rigging, wherever it may be damaged by the enemy's shot, and for supplying the loss of such parts as may be entirely destroyed. The carpenter and his crew, in the mean time, prepare their shot-plugs and mallets to fill up any dangerous breaches that may be made near the surface of the water, and provide the iron-work necessary for refitting the chain-pumps, in case their machinery should be injured in the engagement. The gunner, with his mates and quarter-gunners, are busied in examining the cannon of the different batteries, to see that their charges are thoroughly dry and fit for execution; they take care to have every thing ready for furnishing the great guns and small arm with powder as soon as the action begins, and to keep a sufficient number of cartridges constantly filled, to supply the place of those expended in battle. The master and his mates pay attention to have the sails properly trimmed, according to the situation of the ship, and to reduce or multiply them, as occasion requires, with all possible expedition. The lieutenants visit the different decks to see that they are effectually cleared of all incumbrance, so that nothing may check the execution

of the artillery, and to exhort the other officers to diligence and alacrity in making the necessary dispositions for the approaching engagement, that every thing may be in readiness at a moment's warning. The marines are generally stationed on the poop and forecastle, or gang-way, under the direction of their officers, though on some occasions, they assist at the great guns, particularly in distant cannonading; and the great body of the seamen are stationed at the cannon, or in the tops; while the captain remains constantly on the quarter-deck giving directions to all around, and animating every individual of his crew by his example.

When the hostile ships have approached within a certain distance of each other, the drums beat to arms, and the boatswain and his mates pipe "All hands to quarters," at every hatchway. Those appointed to manage the great guns immediately repair to their respective stations; and crows, handspikes, rammers, sponges, powder-horns, matches, train-tackles, &c. are placed by the side of every cannon. The hatches are laid to prevent any person from escaping into the lower apartments. The lashings of the great guns are let loose, and the tompions withdrawn: the whole artillery, above and below, is run out of the ports and levelled to the point-blank range ready for firing.*

All the above-mentioned preparations being completed, and the officers and crew ready at their respective stations to obey every occasional order, the commencement of the action is determined by the mutual distance and situation of the hostile ships, or by the signal from the commander in chief of the fleet or squadron. The cannon being levelled in parallel rows, projecting from the ship's side, the most natural order of battle evidently is to range the ships abreast of each other, espe-

* The number of men appointed to manage the artillery is always in proportion to the nature of the guns, and the number and condi-

cially if the engagement be general. The most convenient distance is, probably, within the point-blank range of a musket, so that all the artillery may do effectual execution.

The combat usually begins by a vigorous cannonade, accompanied by the united efforts of all the swivel guns and small arms. As the method of firing platoons or vollies of cannon at once is found to be injurious, it should seldom be attempted, unless in battering a fortification; for though the sides and decks of a ship are sufficiently strong for all the pur-

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tion of the ship's crew. When the ship is full manned, so as occasionally to fight both sides at once, they are in general as follow:

To a 42 pounder	15 Men
32	13
25	11
18	9
12	7
9	6
6	5
4	4
3	3

This number, to which is often added a boy to carry powder to every gun, may sometimes be reduced, and yet the guns may be well managed. The following is the number of men commonly appointed to the small arms:—

First Rate	150 Men.
Second ditto	120
Third ditto, of 80 guns	100
——— 70 ditto	80
Fourth ditto, of 60 ditto	70
——— 50 ditto	60
Fifth ditto	50
Sixth ditto	40
Sloops of War	30

poses of war, yet they would be too much shaken by such a violent explosion and recoil. The general practice, therefore, throughout the ship, is to load, fire, and sponge the guns with all possible expedition, yet without hurry or confusion. The captain of each gun has particular injunctions to fire only when the piece is properly directed to its object, that the shot may not be fruitlessly expended. The lieutenants who command the different batteries traverse the deck to see that the battle is prosecuted with vigor, and to exhort and animate the men in their duty. Their endeavors are seconded by the midshipmen, who give assistance where it is required, at the guns committed to their charge. The gunner takes care that all the artillery is sufficiently supplied with powder, and that the cartridges are carefully conveyed along the decks in covered boxes.

The havoc produced by a continuation of this mutual assault may be more easily imagined than described: the shot battering, penetrating, and splintering the sides and decks; shattering or dismounting the cannon; mangling and destroying the rigging; cutting asunder or carrying away the masts and yards; piercing and tearing the sails so as to render them useless; and wounding, disabling, or killing the ship's company. The comparative vigor and resolution of the assailants generally determine their success or defeat; but the fate of the contest may sometimes be decided by some unforeseen incident, which may prove as fortunate to the one as fatal to the other.

The ship that is defeated acknowledges the victory of her antagonist by striking her colors; upon which the conqueror immediately takes possession, secures the officers and crew as prisoners in his own ship, and invests two principal officers with the command of the prize till a captain is appointed by the commander in chief.

When the engagement is concluded, the crew begin the repair or refitting for the purposes of navigation. The cannon are accordingly secured by their breechings and tackles with all convenient dispatch. The sails that have been rendered unserviceable are unbent; the wounded masts and yards, being struck upon the deck, are either fished or replaced by others; the standing rigging is knotted, and the running rigging is spliced wherever it is necessary. Fresh sails are bent instead of those which have been removed. The carpenter and his crew are employed in repairing the breaches made in the ship's hull, by shot-plugs, pieces of plank, and sheet lead. The gunner and his assistants provide the allotted number of charged cartridges to supply the place of those which have been expended, and refit whatever furniture of the cannon may have been damaged in the action.

Such are the process and usual consequences of an engagement between two ships of war, which may be considered as an epitome of a general battle between two fleets. The latter, however, involves a greater variety of incidents, and necessarily requires more comprehensive skill and judgment in the commanding officer.

THE

TRIDENT.

DEFEAT AND DESTRUCTION OF

THE SPANISH INVINCIBLE ARMADA,

Equipped for the Invasion of England in 1588.

Review of Elizabeth's reign—Motives which induced the King of Spain to attempt the Conquest of England—His immense Preparations for that Purpose—Measure of Defence adopted in England—Zeal and public Spirit of the People—The invincible Armada puts to Sea—Is overtaken by a Storm—Arrives in the Channel—Is attacked by the English Fleet—Account of the various Actions which ensued—The English reinforced by Volunteers from the Shore—The Armada arrives off Calais—Attempts to destroy it by means of Fire-ships—Its defeat and dispersion—Disasters experienced on its return home—Loss of the Spaniards in the Expedition.

THAT period of English history of which we are about to treat, ought, for various reasons, to be particularly interesting, especially at the present moment. Menaced with invasion, by the most powerful sovereign of the European continent, our forefathers rallied with enthusiasm round that queen who, by the prudence of

her councils, and the vigor of her measures, had raised her country to an unprecedented pitch of prosperity.

The genius of Elizabeth keeping pace with the increasing dangers that impended over her throne and kingdom, provided against every exigency, and laid the more immediate foundation of the present naval greatness of the British empire.

To afford an insight into the motives which produced the formidable preparations of the Spanish monarch, it will be necessary to take a brief retrospect of the preceding portion of Elizabeth's reign.

Mary, the daughter of Henry VIII. had given her hand to Philip II. king of Spain, and upon her death, in 1558, in order to retain his interest in the English crown, he made proposals of marriage to her sister and successor, Elizabeth. These she, however, rejected, and the hopes he had entertained were still farther disappointed by the measures taken by that princess for the re-establishment of the Protestant religion. He was in consequence entirely alienated from her interest, and entered into a combination with the Emperor of Germany, the king of France, and the Pope, to transfer the English crown to Mary Queen of Scots, then lately married to the heir-apparent of the French throne, and to compel the nation again to embrace the Catholic faith.

Thus surrounded with enemies to her crown and religion, Elizabeth made vigorous preparations to frustrate any attempt either by force or surprize. Her principal care was to keep in readiness a powerful fleet, as the best bulwark of her kingdom. She repaired all the forts and castles on the northern frontier, as she expected the

attack to be made through Scotland; she directed great quantities of arms to be purchased in Germany, cast a great number of brass and iron cannon, and ordered gunpowder, which, till then, had always been procured in foreign markets, to be made in her own dominions. She increased the pay of her soldiers, and, without demanding any subsidies, defrayed all the extraordinary expences out of the revenues of the crown.

The storm, however, was dissipated for the present. The French king, Francis II. being dead, Elizabeth's rival, Mary, returned to her native land, where civil broils prevented her from interrupting the tranquillity of her neighbour. The French court was likewise occupied by internal religious dissensions, and Philip's attention was turned towards the Low Countries, which had declared themselves independent of his authority.

In 1577 Don John of Austria, natural brother to the Spanish monarch, a prince of great genius and ambition, arrived in the Low Countries, with a design not only to subdue those provinces, but likewise to marry the Queen of Scots, then a prisoner to Elizabeth, thus hoping to make himself master of England and Scotland.

This intelligence was sufficient to rouse the queen's attention, and as the Dutch were provoked to take up arms against Don John, she did not hesitate to supply the States with money, and entered into an offensive and defensive league with them against the enemies of their constitution. Philip, on the other hand, lost no opportunity for fomenting disturbances against Elizabeth's government, and in 1580 a body of Spaniards and Italians, 700 in number, even made a

descent in Ireland, where they were however soon put to the sword.

Not long afterwards, Philip, through the medium of his ambassador, complained of the depredations committed in America by Drake, who had just returned from circumnavigating the globe. After he had waited some time for satisfaction, the queen caused a part of Drake's booty to be restored.

Notwithstanding the numerous reasons which both sovereigns had to complain, they apparently maintained a fair correspondence, and avoided an open rupture. Philip, finding his account more in secretly supporting the enemies of Elizabeth than in attacking her by open force, kept an ambassador at London to seize every opportunity of injuring the queen. This ambassador, Mendoza, was at length discovered to correspond with the Scottish queen, and to be deeply implicated in the design formed by Throckmorton, and others, to deliver the Royal captive from her confinement by means of a foreign army; upon which, in 1584, he was ordered to leave the kingdom.

The flame which had so long been smothered now broke forth. A treaty which the queen concluded in 1585 with the Dutch, by which she agreed to furnish them with assistance in their struggle for independence, tended still more to inflame the enmity of the Spanish monarch. The latter, whose favorite plan of invading England had only been deferred, and not abandoned, was furnished, by the death of the Scottish queen, with a pretext for attempting to seat himself on the English throne. That princess, who claimed it as her inheritance, had, it is said, made a will, by which she constituted Philip her heir to the crown of England, not only

to the exclusion of her son, James VI, if he did not embrace the Roman Catholic religion, but to the deprivation of the then possessor Elizabeth.

Convinced of the legality of his claim, and listening to the dictates of enmity and ambition, Philip made vigorous preparations for enforcing it, though he publicly denied any intention of molesting Elizabeth. These preparations he covered with various pretences, but Elizabeth, than whom no monarch had better spies, or rather more able ministers to procure and employ them, received undoubted information that the vast armaments of Spain were directed only against her throne and kingdom. She resolved, therefore, not to lose a moment in putting herself in a condition to oppose such a formidable enemy, and in 1587 dispatched Sir Francis Drake with 30 ships (four of which were the queen's, and the rest belonged to merchants) to Cadiz, to intercept the stores and ammunition which there lay ready to be transported to Lisbon, the place appointed for the rendezvous of the Spanish fleet.

Drake accordingly repaired to Cadiz, where he burned and destroyed one hundred ships, mostly laden with ammunition and provisions; then entering the Tagus, burned all the ships that fell in his way, but could not provoke the grand fleet, which lay in that river, to give him battle. He then sailed to the Azore islands, where he made prize of a rich vessel from the East Indies, and having fulfilled the object of his expedition, returned to England.

While Drake was thus employed in harrassing the Spaniards in Europe, Cavendish, who had been sent to make war upon them in America, entered the South Sea, by the Streights of Magellan, and plundered the

coasts of Chili and Peru, from which he carried off an immense booty.

In the mean time, the king of Spain, upon the slender title of being descended from a daughter of John of Gaunt, duke of Lancaster, and fourth son of Edward III. and upon the conveyance and will of the Queen of Scots; prepossessed besides with that maxim of the Church of Rome, that a heretic is unworthy and incapable of enjoying a crown; supported, moreover, by the Pope's bull, absolving Elizabeth's subjects from their oath of allegiance, and with the papal vows and prayers, he projected nothing less than the entire conquest of England and its dependencies. Elizabeth, though she took all possible care to put her kingdom in a posture of defence, as well as to distress her enemy abroad, yet could not help being considerably perplexed to see her crown at stake, and herself alone, without any ally to defend it.

This was the moment she had always dreaded from the time of her accession to the throne, and the arrival of which it had been her constant endeavor to prevent by all the artifices which her policy could suggest. Hitherto she had found means to employ her enemies at home, and to prevent them from directly invading England. But now the time was come, when her right to these dominions was to be exposed to the chance of war, with a very powerful enemy and competitor, who, she had just reason to fear, had many friends and correspondents among her Popish subjects. She likewise had great cause to apprehend that James, king of Scotland, might join the invader, or at least favor his hostilities, in order to revenge the recent execution of his mother. Had that Prince been actuated by a desire

of revenge he certainly could not have found a fairer opportunity. But his prudent counsellors kept him steady to his natural interest in these kingdoms, and in his attachment to the Protestant religion, representing to him, that if England were subdued, Scotland would infallibly be the next sacrifice at the shrine of Spanish ambition.

Elizabeth, however, carefully concealed her apprehensions under this untoward situation of affairs; and, as an intelligent writer observes, if ever she discovered ability, it was on this important occasion. She encouraged her people by her looks, her resolution, her affability, and that, in such a manner, as to express a concern for their sakes and a disregard of her own danger. On the other hand she took all the precautions which circumstances and the times required, yet without any exercise of cruelty or arbitrary power. She conducted herself with such prudence and presence of mind as is rarely to be found even in the greatest of men, and acquired the praise and admiration of all the world, who, upon hearing of the vast preparations destined against her, gave her up for lost. For though Drake had done very great damage to the Spanish armaments, yet such a prodigious and universal preparation could not so easily be defeated.

The king of Spain had, at length, armed a fleet, which, on a presumption of its strength, he called, and engaged the Pope to bless, by the name of the *Invincible Armada.* It consisted of 132 large ships, which, without reckoning the galleasses, galleons, and pinnaces, were together of the burden of 59,120 tons; carried 3,165 pieces of brass and iron ordnance; were manned with 21,580 soldiers, 8,766 mariners, and 2,088 galley-

slaves*; and stored with a prodigious quantity of bullets, powder, field-pieces, muskets, pikes, halberts, carriages, horses, mules, torches, canvas, hides, lead, chains, whips, butchering knives, and other instruments

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* A book which Philip authorized to be printed, not only in Spanish, but likewise in Latin, Italian, French, Dutch, and several other languages, but not in English, contained among other things, the following account of the whole Spanish Armada for invading England; with the number of their galleons, ships, zabres, galeasses, galleys, and other vessels, which were assembled in the river of Lisbon, under the command of the Duke of Medina Sidonia; together ther with the burthens of the ships, the number of land-soldiers, seamen, guns, &c.

	Tons.	Soldiers.	Seamen.	Guns.
The Squadron of Portugal, consisting of 12 vessels, of which the first is St. Mark, Captain-general of the Armada, and 9 other galleons, and 2 zabres, carrying in all - - - -	7737	3330	1230	350
The Biscay Squadron, consisting of 10 large ships and 4 pinnaces, carrying - - - - - - - -	6567	2037	362	260
The Castile Squadron, consisting of 14 galleons and 2 pinnaces, carrying - - - - - - - -	8714	2458	1719	348
The Andalusia Squadron, consisting of 10 great ships and a pinnace, carrying - - - - -	8762	2400	800	260
The Guipuscoa Squadron, consisting of 10 great ships, two pataches, and two pinnaces, carrying - - -	6991	2092	670	277
The Levantiscas, or Levant Squadron, consisting of 10 ships, carrying - - - - - - - -	7705	2880	807	310
The Squadron des Urcas, or Hulks, consisting of 14 ships, carrying - -	10271	3221	708	410
Twelve pinnaces and zabres, of -	1131	479	574	193

fit to excite terror, or to serve for ostentation. To give a more holy sanction to this fleet, twelve of the ships were named after the twelve apostles, and it was served in spirituals, by about one hundred and eighty monks and Jesuits, volunteers, under the superintendence of Cardinal Allen, an Englishman. Such was the certainty of success entertained by the Invaders, that there was not a noble family in Spain but what had a son, brother, or nephew, in this expedition, elated with the hope of acquiring riches and estates in England by right of conquest.

This Armada was commanded by Don Alphonso Perez de Gusman, Duke of Medina Sidonia, and under him by the best naval officers that could be found in the Spanish dominions. We are informed by Harris, that the daily expence of this fleet, after it had put to sea, was 32,000 ducats. Nothing but the immense

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	Tons.	Soldiers.	Seamen.	Guns.
Four galeasses, of Naples, besides 1,200 slaves, carried - -	—	873	468	200
Four galleys of Portugal, had besides 888 slaves - - -	—	400	—	20

So that there were in the said Armada one hundred and eleven ships, carrying 57,878 tons; 20,170 soldiers; 6,838 seamen; 2,088 slaves; 2,608 brass cannon.

Besides these 111 vessels there were 20 small vessels, called caravels, to serve as tenders to the fleet; and likewise 10 salves or feluccas, with 6 oars each. There were on board 120 volunteers of quality, attended by 456 servants bearing arms, and 238 paid by the king, with 163 servants. The persons embarked to serve the cannon were 167; those for the hospital service, as physicians and surgeons, 85; and friars, of several orders, 180. So that in the whole army were 21,580 persons, besides 2,088 galley-slaves, who laboured at the oar.

quantities of treasure then pouring into Spain from the New World could have enabled Philip to support such a charge.

On the part of England, Elizabeth fitted out the best fleet she was able, under the command of Charles Lord Howard of Effingham, Lord High Admiral of England, who possessed courage and activity, tempered with prudence and caution, and not only enjoyed the entire confidence of his sovereign, but likewise the love and regard of the seamen of the Royal Navy. Under this nobleman the Queen appointed, as Vice and Rear Admiral, Sir Francis Drake, Mr. John Hawkins, and Mr. Martin Forbisher, three of the best naval officers of that age. Lord Henry Seymour was stationed on the Flemish coast with forty English and Dutch ships (the latter commanded by Justin, of Nassau, Admiral of Holland) to prevent the intended junction of the forces collected in the Netherlands with the Spanish Armada. The Duke of Parma, by the orders of the Spanish monarch, had repaired to the Netherlands, where he built ships, and a great number of flat bottomed boats, each large enough to carry thirty horses, and having bridges fitted to them. He hired seamen from the eastern parts of Germany; prepared pikes sharpened at the extremity, armed with iron, and hooked at the sides, (specimens of which are still to be seen in the Tower of London) and provided twenty thousand barrels, together with an infinite number of faggots. In the sea-port towns of Flanders he had in readiness an army of thirty thousand men, among whom were seven hundred English fugitives, commanded by Stanley, and the outlawed rebel the Earl of Westmoreland. Independent of this force, 12,000 men, being part of the army of the League, were

brought by the Duke of Guise to the coast of Normandy; these were intended for a descent on the west of England, under the cover of the Spanish Armada when it should arrive on the coast; but the execution of this design was providentially frustrated.

Having received intelligence that the Armada was ready to put to sea, the Lord High Admiral, leaving Lord Henry Seymour in the narrow seas with a suitable force to awe the Dukes of Parma and Guise, sailed on the 21st of May, 1588, from the Downs towards the West. Being joined at Plymouth by the squadron under the command of Vice Admiral Drake, on the 23d. he ordered the whole fleet, then amounting to nearly 90 sail,* to be victualled and got ready for putting to sea with

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* The state of the British Navy, at the end of the year 1588, appears from the following return made by Sir John Hawkins:

Navy List, December 13th, 1588.

Vessels	Men.	Tons.
34 Of the Queen's - -	6,225	12,490
43 Ships serving by tonnage -	2,592	5,973
38 —— fitted out by the City of London	3,020	6,130
18 Voluntary ships - - -	820	1,716
15 Victuallers - - -	455	1,795
43 Coasters - -	2,170	4,178

The expence of equipping and maintaining this armament, from the beginning of November, 1587, to the last of September, 1588—	l.	s.	d.
	77,879.	14.	6.

N. B. London excepted.

JOHN HAWKINS.

From the above document we find that the tonnage of the Spanish Armada was very nearly double that of the whole Navy of England.

all possible expedition: upon which, sesting sail from that port, he cruized between Ushant and Scilly to wait the coming of the enemy's fleet.

On shore no less care was taken to provide for the public safety. Along the south coast 20,000 troops were cantoned in such a manner, that in 14 hours the whole of them might be assembled at any point where there was a probability of the enemy's landing. A second army of 22,000 foot, and 1000 horse, was encamped under the command of the Earl of Leicester, at Tilbury, where the queen was pleased to come in person to review them, and to animate them by a most gracious and affectionate speech to the soldiers in the camp. There was likewise a third army of 36,000 men, under the command of Lord Hunsdon, which was peculiarly charged to defend her Majesty's person. The Queen also ordered a body of militia to be well armed in each county, and to be put under proper leaders, with directions to join one another as occasion should require. Independent of the force kept up at the public charge, almost every nobleman and gentleman maintained a body of troops at his own private expence. The sea ports, of the greatest importance, were fortified as well as the time would permit, and orders were issued to lay waste the country round about where the enemy might land; so that they might be deprived of all subsistence but what they brought with them.

These dispositions relieved the people so much from the just apprehensions they might otherwise have entertained of the impending danger, that instead of dismay, uncommon joy and alacrity appeared in every countenance. They murmured at no expences, but each individual rejoiced in the thoughts of contributing, ac-

cording to his ability, towards the defence of his country, his liberties, and his sovereign. This zeal, though general throughout the whole nation, was displayed in a striking manner by the city of London, which being requested to assist her Majesty, at this critical juncture, with 5,000 men and 15 ships in addition to the large sums they had already lent her; generously furnished double the number requested against the common enemy of their religion and liberty.*

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* The following is an extract from a curious MS. in the British Museum, containing a statement of the naval aid afforded by the city of London on this occasion :—

Shippes sette foorth and paide, uppon the charge of the Cittie of London, in Anno, 1588.

Ships.	Men.	
The Hercules	140	George Barne
The Tobie	100	Robert Barrett
The May-flower	90	Edmund Banke
The Mynyon	90	John Dale
The Royal Defence	80	John Chester
The Assention	100	John Bacon
The Gytte of God	80	Thomas Luntlowe
The Prymerose	90	Robert Bringbone
The Margaret and John	90	John Fisher
The Golden Lion	70	Robert Wilcox
The Diana	40	
The B. Barre	70	John Sarracole
The Teiger	90	William Cæsar
The Brany	70	William Fenthoe
The Redd Rion	90	Sarius Wilde
The Centuryon	100	Samuel Foxcraft
The Moon-shin	30	John Brooghe
The Tho. Bonneventure	70	William Aldridge
The Retyfe	30	John Kinge
The George Noble	60	H. Bellingham

At length on the 29th of May, 1588, the Armada sailed from the Tagus, but was soon dispersed by a violent storm which damaged the Spanish ships, but did not, however, prevent them from assembling again at the Groyne the following day. The account of this disaster soon reached England, but it was so much exaggerated, that apprehending the Spanish fleet to be totally destroyed, the ministry, in the queen's name, ordered Secretary Walsingham to write to the Lord Admiral to send four of his largest ships into port. He, however, took the liberty to disobey this injunction; alledging the great danger of putting themselves off their guard, in a matter of such importance, when they had no better authority than report; and adding, that he would rather keep the ships at his own charge than expose the nation to such great hazard.

Having dispatched some light vessels to reconnoitre the coasts of England, France, and Spain, and being assured that there was no enemy at sea, the Lord Admiral resolved, with the advice of his council, to take advantage of the next northerly wind, in order, either to com-

Ships.	Men.	
The Anthonye	60	George Harper
The Tobie	70	Christ. Pigotte
The Salemander	60	——— Damford
The Rose Lyon	50	Bar. Acton
The Antellopp	60	——— Denison
The Ferrett	60	——— Rowele
The Paunch	70	William Butler
The Providence	60	Richard Chester
The Dolphin	70	William Haze

29 Shippes and Barques, 2140 Men.
The City also raised 23,000 Soldiers.

plete the destruction of the enemy's fleet, should it be already disabled, or to ascertain its real condition. This determination he executed on the 8th of July, and on the 10th he had arrived within 40 leagues of the Spanish coast. Here finding, by good information, that the Armada had not sustained the damage that had been reported, he availed himself of a south wind to return immediately to the channel, lest the enemy might arrive there before him. On the 21st, he, with his whole fleet, reached the harbor of Plymouth.

According to the plan which had been formed by the king of Spain, the Armada was to sail to the coast opposite to Dunkirk and Nieuport; after being joined there by the Duke of Parma's forces, it was to sail to the Thames, and the whole army being disembarked was to march directly for London, in order to make a speedy and entire conquest of the kingdom. Conformably to this plan, Philip gave orders to the Duke of Medina, that when he came to the mouth of the English channel, he should keep as close as possible to the French coast to avoid meeting with the English fleet, or, at any rate, if he should fall in with it, to act only on the defensive. The Spanish commander, however, being deceived by the statement of an English fisherman who had been taken and carried into the Groyne, and who said that the English, upon the report that the Spaniards were disabled from prosecuting their design that year, had recalled their fleet and discharged their sailors, determined to deviate from his instructions. Conceiving it extremely easy to surprize and destroy the English ships in the harbor, he sailed directly for Plymouth.

A week afte r the Lord Admiral's return to port, he received intelligence from one of his advice-boats that the Armada was off the Lizard. The Spaniards mistaking that point for the Ram-Head, near Plymouth, stood off to sea with the intention of returning the next morning, to attack the English ships in the port. The wind being at south, and sometimes shifting to south-west, almost blocked up the English navy in Plymouth harbor, which was a great mortification to the Admiral. However, with great difficulty, and the utmost exertions, he encouraged the seamen to labor, not only by his presence, but by working himself like the meanest man among them, he got most of his ships warped out of the harbor by next morning early, and there waited the approach of the enemy, whose fleet was discovered to westward, in the form of a half moon, the extremities of which were seven or eight miles distant, proceeding slowly up the channel under full sail. The English were not daunted by the tremendous appearance, and the extraordinary magnitude of the hostile ships; but yet the Lord Admiral gave orders to avoid a close engagement, and to let the enemy pass by, that he might gain the wind of them, and attack them in the rear.

On Sunday July 21st, the English fleet, consisting in the whole of about one hundred ships, having got the wind of the Spaniards, the Lord Admiral ordered the sloop Defiance to advauce and begin the attack by the discharge of all her guns. This was immediately seconded by himself in the Ark-royal, pouring a broadside into the vessel, commanded by Alphonso de Leva, which on account of her bulk and station, he mistook for the Admiral's ship, and engaged her with great fury, till se-

veral of her own fleet bore down to her relief. At the same time Drake, Hawkins, and Forbishet, engaged the enemy's sternmost ships, and threw them into such confusion, that the Spanish Admiral crowded all the sail he could to continue his course, in order to join the Duke of Parma, whom he expected off Calis, not knowing that he was blocked up in his ports by an English fleet.

The Lord Admiral, however, keeping close to their rear with his light ships for two hours, obliged them, by his continual brisk cannonading, to maintain a kind of running fight. They fled with such precipitation as to leave bebind them a large galleon, commanded by Don Pedro Valdez, the Admiral of the Andalusia squadron, which having lost her fore-mast by running foul of another vessel, was unable to keep up with the rest of the fleet. The ship, in which were 450 men, and 5,000 ducats of gold, was taken by Sir Francis Drake in the Revenge, who sent the Roebuck with her to Dartmouth.

The Lord Admiral, being not yet joined by 40 of his ships, then thought fit to discontinue the action. The enemy lay, at night, about 14 miles off the Start; and next morning they were as far to the leeward as the Berry, pursued by the Lord Admiral, with only the Bear and the Mary Rose who kept the whole night within culverin shot; while the rest of the fleet was so far behind, that, in the morning, the nearest ships could scarcely be seen half-mast high, and many were quite out of sight. This circumstance, which might have proved a serious misfortune, was occasioned by Sir Francis Drake's neglecting to put out lights in the night for their direction, as had been agreed upon.

in a council of war the preceding day: instead of which he had been engaged in chasing five German merchant-ships, which he mistook for enemies. In consequence of this error, the fleet having no lights for its direction was obliged to lie to all that night.

The Spanish Admiral finding himself unmolested, spent the whole of the 22d. in the regulation of his fleet. He commanded Alphonso de Leva to bring the first and last squadrons together, and then assigning each ship her station in battle, according to the plan agreeed on in Spain, he enjoined their respective commanders to observe order, on pain of death. He, likewise, dispatched another messenger to accelerate the motions of the Duke of Parma, and to inform him of his near approach, and of the state of the navy.

A Dutch gunner, to revenge the affronts he had received from the Spaniards, who had ravished his wife and daughter, this day blew up the ship of Michael de Oquendo, of about 800 tons; and most of the crew perished. The remains of the ship were condemned, as unfit for service, by the Duke of Medina Sidonia, who, having taken out the men, and other things of value, ordered her to be turned adrift. This being perceived by the Admiral, he took possession of her, and ordered a small bark to tow her into Weymouth.

The night of the 22d. proved very calm, and the enemy's four galeasses separated themselves from the rest of the fleet, led to a suspicion that they designed to attack some of the smaller ships, which had not yet come up with the English fleet; but their courage failed them, and they attempted nothing.

On the 23d, however, by break of day, the Spaniards tacked about, and the wind at N. or N. E. and bore

down upon the English, who presently tacked likewise, and stood to the W. or. N. W. and, after several attempts on both sides to gain the weather-gage, they at length came to another engagement; which was conducted with some disorder and various success. In one place the English, with undaunted courage, rescued some ships of London which were surrounded by the Spaniards; and the latter, with equal bravery, delivered in another place their admiral, Recalde, from the hands of the English. In point of size the English vessels were found to possess a decisive advantage; for the shot from the large, high built Spanish ships flew over the heads of the English without doing much execution. Being, besides, so much less than the Spanish, they were infinitely more nimble and better sailors; they attacked and retreated, gave broadsides, and sheered off again, while the enemy's massive vessels, being too clumsy for these manœuvres, lay like butts for the English, against which they could scarcely miss their aim. This determined the Lord Admiral not to attempt to grapple with, or to board their ships, which were so superior to his in bulk, number, and hands, but only to advance within musket shot, and to pour his great shot into their enormous hulls. The fight was, this day, continued with great bravery, from morning till night, the Lord Admiral being always in the hottest of the engagement; during which a large Venetian ship, and several smaller vessels, were taken.

On the 24th neither party seemed disposed to renew the fight. The Spaniards were desirous of gaining time, in order that they might be recruited by the additional force under the Duke of Parma; and the English were already in want of ammunition, so that Sir Walter Ra-

leigh, who volunteered his services on board the fleet, remarks in his Essays: "Many of our great guns stood but as cyphers and scare-crows." We, however, find that there was some skirmishing between four of the enemy's great galeasses and some of the English ships without any advantage. But the Lord Admiral, having received a supply of powder and ball from the land, resolved to attack the enemy's fleet with his nimblest ships in the dead of the ensuing night; and had he not been prevented by a calm, the consequences would, doubtless, have been fatal to the Spaniards.

This calm, however, proved the cause of a warm engagement on the following day. The St. Ann, a large Portuguese galleon, being prevented by it from joining the fleet, then opposite to the Isle of White, fell into the hands of Captain John Hawkins. Three Spanish galeasses attempting to rescue her were so warmly received by the Lord Admiral, in the Ark, and Lord Thomas Howard, in the Golden Lion, that one of them was obliged to be carried away on the careen, another had her lanthorn cut away by a shot from the Ark, and the third lost her peak-head in the same manner. During this smart engagement the rest of both fleets were only spectators, their approach being prevented by the calm. The Ark and the Lion had been obliged to be towed to the galleasses with their long boats. At length a gale spring up, the Spanish fleet advanced to rescue their galleasses, in which they succeeded, though not till the latter had sustained considerable injury.

The Sapnish Admiral now dispatched another messenger to hasten the junction of the Duke of Parma as much as possible, and to demand a supply of large

shot for the fleet. While he pursued his course towards Flanders, the Lord Admiral knighted Lord Thomas Howard, Lord Sheffield, Captain John Hawkins, and Captain Martin Forbisher, in consideration of their gallant behaviour. Calling a council of war, it was there determined, as powder and shot again ran short, not to make any further attempts against the enemy, till they should have arrived in the straights of Dover, where Lord Henry Seymour, aad Sir William Winter, were stationed to receive them, but to reinforce the English fleet, which, meanwhile, might obtain a supply of ammunition from the shore.

The Spanish fleet continued its course up the channel with an easy gale at S.W. byS. the English following close in the rear. The intelligence had, by this time, been conveyed from one extremity of the English coast to the other, and was so far from producing any terror or apprehension, that great numbers of the nobility and gentry, taking leave of their parents, wives, and children, with inexpressible alacrity hired vessels, at their own charge, and joined the Lord High Admiral, to share in the honor of the certain destruction of the *Invincible Armada*. The Earls of Oxford, Northumberland, and Cumberland, Sir Thomas and Sir Robert Cecil, Sir Walter Raleigh, Sir Thomas Vavasor, Sir Thomas Gerrard, Sir Charles Blount, Henry Brook, William Hatton, Robert Cary, Ambrose Willoughby, Arthur Gorges, and many others, distinguished themselves by this generous and disinterested service of their country. Fresh supplies of powder were likewise sent on board by the Earl of Essex, Sir George Cary, Lord Buckhurst, and other governors of forts and castles

on the coast, where magazines were provided for the service.

On the 27th the Spanish fleet, apprehensive of being forced by the current into the Northern Ocean, came to an anchor about a league and a half off Calais. The Lord High Admiral being now joined by the squadrons under the command of Lord Henry Seymour and Sir William Winter, by which his fleet was increased to 140 sail of stout ships, anchored as near to the Armada as convenient. The Spaniards, alarmed at their situation, dispatched express after express to the Duke of Parma, urging him in the most earnest manner to send out 40 fly boats immediately to their assistance, and to put to sea with his army. That Prince, however, found it impracticable to put to sea, without consigning his fleet and army to certain destruction; but as the Armada was now so near him, he marched 10,000 men towards Dunkirk, intending to put them on board the Spanish vessels. This information being conveyed to the Lord Admiral, who apprehended ill consequences from the enemy's receiving such a powerful reinforcement, it was resolved in a council of war to make a bold push for their destruction.

Accordingly, in the dead of the night of the 28th, eight fire-ships were sent, under the conduct of Young and Prowse, into the midst of the Armada. Their prodigious blaze filled the whole fleet with the greatest consternation. Conceiving them to be of the same nature with the destructive machines which had been recently employed at the siege of Antwerp, they were seized with such a panic, that they raised a most hideous outcry, cut their cables, slipped their anchors, and

put to sea with the utmost hurry and confusion. On this occasion a large galleass, called by some writers the Admiral, and by others the chief Galeass, and commanded by Don Hugo de Moncado, fell foul of another ship, lost her rudder, and struck upon the sands before Calais. The next day Sir Amais Preston, with one hundred men in a long boat, falling in with this vessel, carried her, after an obstinate resistance, in which the captain was shot through the head. The English boarded her, killed or drove overboard 400 of the crew, released 300 galley slaves, and made prize of 22,000 ducats of gold, which were afterwards shared among the sailors, besides taking out of her 14 chests of rich moveables, and several prisoners of distinction. While they were occupied in plundering the vessel, M. Gourdon, the governor of Calais, sent to claim the ship, guns, and stores, as a wreck, but the tars disregarded his message, he directed the artillery of the place to be discharged, with a view to intimidate them, which produced the desired effect.

The Spanish Admiral had in the mean time returned to this station, and made a signal for the rest of his fleet to do the same. To this some paid no regard, while others endeavoured to reach the rendezvous off Gravelines. Here they were attacked and broken through by Drake and Hawkins, with several ships belonging to their squadrons. The Lord Admiral, the Earl of Cumberland, Lord Sheffield, and Lord Thomas Howard, likewise had a share in this action. During the combat four English ships furiously battered a huge galleon, but the Spaniards behaved with such gallantry that they brought her off to the rest of the fleet, soon after which she sunk.

The following day, July 29th, Lord Henry Seymour, and Sir William Winter, engaged the St. Philip and the St. Matthew, two of the largest galleons in the whole Armada, and drove them ashore near Ostend, where, being disabled, they were seized, and their crews made prisoners by the Dutch. In short, wherever the English could discover the enemy's ships, they pursued and attacked them with such vigor, that some were sunk, others were driven on shore, and all much damaged.

The object of this expedition being thus completely defeated, the Spanish admiral, early on the morning of the 31st, endeavoured with some ships that were able to keep the sea, to retreat through the streights of Dover: but the wind springing up, with hard gales at N. W. forced them towards the coast of Zealand. The English, knowing, that if this wind continued, the enemy would infallibly be destroyed among the sands and shallows of that coast, discontinued the chace: but as it soon afterwards shifted to S. W. by W. it drove them out of that danger.

The Dons, the same evening, held a council of war, in the remains of the Invincible Armada, to consider what measures should be adopted. Here it was unanimously resolved, that as they were in want of many necessaries, especially ammunition; as their ships were miserably torn and shattered, their anchors left behind in the road of Calais, their provisons ran short, their water was spent, a great number of their soldiers killed, many of their men were sick and wounded, and they had no hope of being joined by the Duke of Parma, they could take no other course than to return to Spain, north about, by the British islands. Pursuant to this resolution they threw overboard their horses and mules, to

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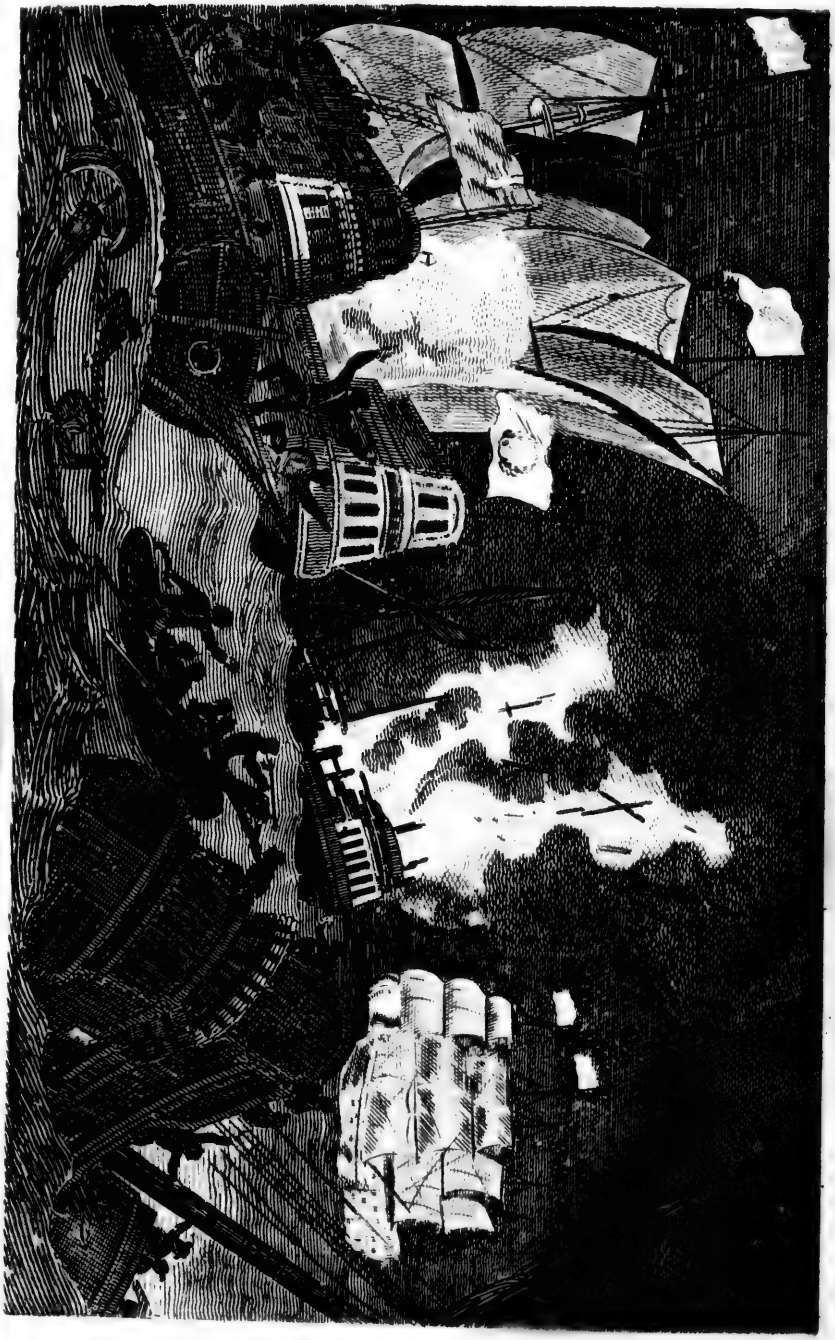

save water and lighten their ships, and made all the sail they could. The Lord Admiral pursued them as far as the Frith of Forth, when, meeting with bad weather, he gave over the chace. Hume, however, says, "that it was for want of ammunition, with which, if the English had been properly supplied, they might have obliged the whole Armada to surrender at discretion." Such a conclusion, as the historian justly adds, would, indeed, have been more glorious to the British navy, but the event proved altogether as fatal to the Spaniards.

Proceeding along the Scotch coast, round by the Orknies, the Western Islands, and Ireland, they sustained great hardships and losses from their ignorance of the coasts, and the accidents of the weather and seas. Several ships were stranded on the shores of Scotland, and the crews getting ashore, were, with Elizabeth's consent, delivered by King James to the Duke of Parma. Others were wrecked on the coast of Ireland; where those of their crews that reached the shore, were, by the orders of the Lord Deputy, either put to the sword, or executed by the common hangman, lest they should join with his rebellious people.

Thus, after beating about in the seas of Scotland and Ireland, during the months of August and September, the shattered remnant of the Invincible fleet at length arrived, covered with shame and dishonour, in the ports of Spain. Of one hundred and thity-two ships which the Duke of Medina took out with him, he carried back only fifty-three; or, according to other accounts, sixty vessels, in the most deplorable condition.

The Lord Admiral having chased the Spaniards from the English coasts, steered homeward with his whole fleet, and arrived safe in the Downs to join in the accla-

mations and thanksgivings of the whole nation for such a signal deliverance, with the loss of only one small ship and one hundred men.

On board of the vanquished fleet the loss of the nobility and gentry was so great, that there was scarcely a family of any consequence in Spain but what was in mourning on this occasion. According to some authors, the Spaniards in July and August, lost 15 great ships, and 4,791 men, in the different skirmishes and actions between the two fleets in the channel; and in September, 17 ships and 5,394 men on the coast of Ireland;* in all 32 ships and 10,185 men. Stow says, "that they lost in all 81 ships, and upwards of 13,500 soldiers." In that number he doubtless includes vessels of all descriptions, while the former calculation seems to be confined to large ships.

Camden asserts, that Philip received the news of the ill success of his expedition with heroic patience; and that when he heard of the defeat, so contrary to his expectation, he thanked God it was no greater. It is added by others, that he coolly said: "That he had sent his fleet to fight against the English, and not against the winds." In contradiction to these, we are assured by Anthony Copley, an English fugitive, then in Spain, that when the intelligence of the disaster was brought, Philip was at mass, and as soon as it was concluded, he swore "that he would waste and consume his crown,

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* In 1793, near the harbour of Rutland, on the west coast of Ireland, a large ship was discovered, sunk about three feet below the surface of the water at low tide; which, from the marks on four brass cannon that were got up, is supposed to have been one of the Spanish vessels lost on this memorable occasion.

even to the value of a candlestick, (pointing at one that stood upon the altar) and utterly ruin Elizabeth and England, or else himself and all Spain become tributary to her.". This latter account certainly appears most conformable to the fiery spirit and superstitious bigotry of the Spanish monarch. Diego Florez de Valdez, who had persuaded the duke to break the king's instructions, was, by his order, apprehended and confined in the castle of St. Andre; after which he was never seen or heard of. It is probable that the Duke of Medina himself would have made a similar exit upon his arrival in Spain, had not his lady possessed sufficient influence over the king to divert his indignation.

Such was the fate of Philip's boasted armament—a fate that has proved a salutary and an awful lesson to the ambitious powers of the Continent, none of which has since been so hardy as to repeat the attempt. How soon our Gallic foes, flushed with the hope of the plunder of subjugated Britain, doubtless provided likewise with "store of chains, of whips, and butchering-knives," may be inclined to make the experiment, it is impossible to determine. This, however, we know, that come when they will, they will find the nation pervaded by the same spirit, which, two centuries since, animated the bosoms of our valiant forefathers; they will find that we are not the degenerate sons of renowned sires, but that while the same vigor nerves each arm, the same undaunted patriotism and love of independence fills every heart.

OF THE VARIOUS EXPEDITIONS AGAINST *CORUNNA, THE AZORES, THE WEST INDIES,*

AND OTHER NAVAL OPERATIONS TOWARDS THE CONCLUSION OF QUEEN ELIZABETH'S REIGN.

Expedition against the Groyne and Lisbon. Expedition against the Azores. Sufferings of the English on their return. A Squadron dispatched to intercept the Plate Fleet. Uncommon Bravery of Sir Richard Greenville. Actions in the West-Indies and Mediterranean. Raymond and Lancaster's Voyage to the East-Indies. The Earl of Cumberland's Expedition to the Azores. Expeditions of Newport and King. Attack on Brest. Descent of the Spaniards in Cornwall, Hawkins' and Drake's Expedition to the West-Indies. Cadiz taken by the English. Expedition against Ferrol, &c. The Earl of Cumberland's proceedings in the West-Indies. First Voyage on account of the East-India company. Valuable Prize taken by Sir R. Levison and Sir W. Monson. Action in the Channel. Death of Queen Elizabeth, and Reflections on her Reign.

By the destruction of Philip's proud Armada, Elizabeth was left at liberty to concert measures for carrying the terror of her arms into the Spanish dominions. Accordingly, in the spring of 1589, a fleet was equipped for an expedition against Portugal, then subject to the Spanish crown, and the command of it was given to Sir Francis Drake, and Sir John Norris. Only six of the ships composing this fleet were furnished by the queen, the rest being fitted out at the expence of the commanders and other private individuals, so that this may be denominated the greatest privateering expedi-

tion that ever was undertaken. The states of Holland voluntarily dispatched some vessels to act in conjunction with the British armament, which, having taken on board Antonio, the dethroned king of Portugal, to strengthen their manifestoes with his claim, sailed from Plymouth on the 18th of April. The fleet consisted of 26 men of war, and 140 transports, having on board 14,000 soldiers, and 4000 sailors.

The first object of this expedition was Corunna, or, as it is more commonly called, the Groyne, situated on the coast of Spain, in the province of Gallicia. Here the fleet arrived, after a passage of a few days. The soldiers being landed, were met about half a mile from the town by the enemy, whom they drove back to the gates of the place. The next day, having attacked the lower town, both by land and sea, they carried it by storm, took prisoners the governor and other persons of distinction, and burned a great quantity of ammunition and provisions, which had been collected there for a new expedition against England. A dreadful slaughter was made among the enemy; but their success proved fatal to many of the English troops, who, by drinking immoderately of the new wines, perished of fluxes, and other diseases occasioned by their intemperance.

During these operations on the shore, the Spaniards themselves set fire to a very large ship in the harbour, which continued burning two days. They likewise abandoned several other vessels, to assist in the defence of the upper town, where they made such a gallant resistance that the English forces, who were supported by only three pieces of cannon, were obliged to raise the siege. The adjacent country was, in the mean time, ravaged by a detachment, under Col. Huntley, who

brought a great number of cows and sheep into the camp.

Being informed that an army of 8000 Spaniards, which was in hourly expectation of considerable reinforcements, was on its march to relieve the town, the English general, Sir John Norris, hastened to meet them with only nine regiments, leaving Sir Francis Drake to guard the artillery, and to maintain the post already gained from the enemy. Sir John divided his detatchment into three bodies, and, coming up with the Spaniards, he charged them so vigorously that they were completely defeated, and fled to a stone bridge, over a creek of the sea, beyond which they had a camp strongly intrenched. The English troops followed up their advantage, pursued the enemy over the bridge, and made themselves masters of the camp; three thousand of the Spaniards were killed in the pursuit, and their principal standard fell into the hands of the conquerors. On the part of the English, this victory was attended with a very inconsiderable loss.

Having plundered and burning all the adjacent villages, and the enemy's camp, in which they found great quantities of ammunition, plate, &c. it was resolved to set fire to the lower town, and to re-embark the troops without resuming the siege. This object was happily effected, on the 8th of May, without the loss of a single man. The fleet then proceeded toward the coast of Portugal, and was joined on the way by another squadron, under the command of the Earl of Essex, who, ambitious of glory, had fitted it out at his own expence, without the queen's knowledge.

Thus reinforced, they arrived on the 16th before Peniche, a small seaport town, where, having landed

his troops, Sir John Norris obliged the castle to surrender to Don Antono, and then marched forward to Lisbon, where he arrived on the 25th, after having defeated several parties of the enemy by the way. It had been previously agreed, that Sir Francis Drake, with the fleet, should sail up the Tagus, and join the land forces at Lisbon. This part of the plan, however, failed: Drake was detained in his passage by taking sixty sail of ships, belonging to the Hans towns, laden with warlike stores for the enemy, and by reducing the castle and town of Cascais, situated near the mouth of the Tagus. Sir John had, meanwhile, gained possession of the suburbs of St. Catharine, on the west side of the city; but findtng himself in want of artillery, to attempt a formal siege, and being disappointed of the co-operation of the fleet, it was resolved, in a council of war, to retire. The troops, therefore, withdrew to Cascais, without receiving any molestation from the garrison, though the latter was more numerous than the English army. Here they re-embarked, but had no sooner set sail, than they were attacked by twenty of the enemy's gallies, which they soon obliged to sheer off.

On the voyage homewards, Admiral Drake put into Vigo, and burned that town, while the soldiers ravaged the adjacent country. The fleet then weighed anchor again, and arrived in England, in the beginning of July, with 150 pieces of cannon, taken from the enemy, and a large booty, part of which was divided among the seamen. Though this private expedition demonstrated the weakness of the Spaniards, and raised the reputation of the English arms, yet it cost the lives of about 6000 soldiers and seamen, who were cut off, not by the sword of the enemy, but by the immoderate use of fruits, pro-

bably unripe, and by the diseases incident to the climate.

The vessels belonging to the Hans towns were likewise brought to England. The queen at first intended to confiscate their cargoes only; but hearing that an extraordinary meeting of the deputies of those towns had been held at Lübeck, to consider of the mode of retaliating on the English government, she made prize of all but two, which were released in order to carry home the news of the misfortune of their companions.

This, however, was not the only armament dispatched this year to harass the Spaniards. About the middle of June, the Earl of Cumberland sailed from Plymouth, with four ships equipped at his own expence, against the Azores. On the coast of Spain he fell in with thirteen ships belonging to the Hans towns, which he captured, and on the 1st of August came in sight of the island of St. Michael. In order to execute a design, which he had formed against two ships then lying in the road, the Earl hoisted Spanish colours. The vessels were cut adrift before the enemy were aware of their danger; but many of the crews leaping into the sea, and making a great outcry, alarmed the town, upon which several shot were fired at the boats; but they brought off the ships without receiving any injury.

The English squadron then proceeded to Fayal, another of the Azores, where observing some Spanish ships in the harbour, they resolved to repeat the experiment they had so successfully tried at St. Michael's. The boats were accordingly dispatched in the night, but the noise of the oars giving the Spaniards the alarm, they fired a broadside, aiming at the boats from the direction of the noise, but missed them. The English sailors

boarded the Admiral's ship, where being opposed by a far superior force they were obliged to retire with loss. Meeting, however, with another vessel, mounting eighteen guns, they attacked and carried her; and after towing the ships out of the reach of the guns of the fort, they again returned to the road. Here, notwithstanding the fire kept up by the castle, and some guns brought down to the shore to annoy them, they made prize of seven other ships lying in the road of which three were of great value.

Emboldened by this success, they landed, and entered the town without opposition, the Spaniards having, upon their approach, abandoned both it and the fort, without striking a blow. Out of the fort they took 58 pieces of cannon, and agreed to spare the churches, and religious houses, for a ransom of 2000 ducats, which was principally paid out of the church plate.

From Fayal the Earl of Cumberland again sailed to St. Michael's, and afterwards to St. Mary's, where he took two vessels, laden with sugar from Brasil, and a rich ship, under the guns of the castle. The latter, however, cost them very dear; for Sir William Monson, who was second in command, writes, that the Earl himself was wounded in the side; received three shots in his target; was so wounded in the head with stones, that his face was entirely covered with blood; both that, and his legs being likewise burned with granadoes; and two thirds of the men were either killed or wounded.

This was but the prelude to greater hardships and misfortunes. Having now made more prizes and prisoners than they could conveniently manage, it was resolved to proceed homewards. Captain Laster was dispatched before, with the richest of the Spanish ves-

sels, but was unfortunately wrecked in Mount's Bay, on the coast of Cornwall, when the whole crew, excepting five or six persons, pesished. The Earl himself, with his company, endured the complicated miseries of a long famine, hazard of shipwreck, and want of fresh water. The stock being at length quite exhausted, they had nothing but vinegar left, and of this each man was confined to the allowance of three spoonfuls a day. Destitute of every other resource, they greedily caught the drops of rain and hail which fell from heaven, in sheets and napkins, extended for that purpose. "The extremity we endured," says Sir William Monson in his Tracts, "was more terrible than befel any ship in the eighteen years' war; for laying aside the continual expectation of death by shipwreck, and the daily mortality of our men, I will speak of our famine, that exceeded all men and ships I have known in the course of my life. For sixteen days together we never tasted a drop of drink, either beer, wine, or water; and though we had plenty of beef and pork, of a year's salting, yet did we forbear eating it for making us the drier. Many drank salt water, and those that did died suddenly; and the last words they usually spake were, 'Drink, drink, drink!" In this situation the commander and his whole crew must have perished, had it not been for the seasonable relief obtained from an English vessel they accidentally fell in with, by which they were enabled to reach the coast of Ireland. In all these extremities the Earl maintained his equality of temper and presence of mind, avoiding no part of the distress endured even by the meanest seamen under his command.

In the year 1590, the affairs of England were so

prosperous, that Elizabeth saw her enemies in no condition to give her fresh molestation from abroad, while the interior peace of her dominions was so well confirmed, and the hearts of her loyal subjects so steadily attached to her interests by the late attempts of the King of Spain, that she had nothing to fear. With a wise policy she, however, resolved to keep up a powerful fleet, ready to put to sea at the shortest notice, and to maintain the fortifications of her towns and sea-ports in a respectable state of defence.

The following year, 1591, is memorable for the expedition to intercept the Spanish Plate fleet; for Raymond and Lancaster's expedition to the East-Indies; and some other naval transactions of inferior importance.

Lord Thomas Howard, second son of the Duke of Norfolk, was dispatched to the Azores, with a squadron composed of seven of the queen's ships,* as many fitted out by private individuals, and a few pinnaces, with orders to wait off those islands for the Spanish Plate fleet. After hovering about for six months on the coast of Flores, on the very eve of the Plate fleet's arrival, he was surprised by a squadron of 53 sail of men of war, sent by the King of Spain, under the command

* These were the following:

Defiance, of 500 tons, and 250 men; Admiral Lord Thomas Howard.

Revenge; Vice Admiral Sir Richard Greenville.

Nonpareil, 500 tons, 250 men; Sir Richard Denny.

Bonaventure, 600 tons, 250 men; Capt. Cross.

Lion, 500 tons, 250 men; Capt. George Fenner.

Foresight, 300 tons, 160 men; Capt. Thomas Vavasor.

Crane, 200 tons, 100 men; Capt. Duffield.

of Don Antonio Bassano, to protect and convoy home his galleons. This fleet came so unexpectedly on Lord Howard, that it was with great difficulty he could put out to sea, more than half of his men being sick, and unfit for service.

On this occasion, the commander of one of the English vessels exhibited an instance of gallantry, fortitude, and perseverance, which is unparalleled in the annals either of this or any other country.

Captain Greenville, in the Revenge, was cut off from the rest of the English ships, and pent up between the island of Flores and the hostile fleet. In this desperate situation he gallantly attempted to break through, and though he had 90 sick men on board, he maintained an obstinate contest of fifteen hours with the best of the Spanish ships. During this engagement he was laid aboard, at one and the same time, by the St. Philip, a ship of 78 guns, and by four more of the largest vessels in the fleet; some carrying 200, others 500, and others 800 soldiers, besides seamen, who, though they several times boarded him, were as often repulsed, and driven overboard. He never had less than two large galleons by his side, and these were, from time to time, relieved, by fresh ships, men, and ammunition; so that between the hours of three in the afternoon, and day-light the next morning, this single ship maintained a close fight with fifteen of the most powerful vessels in the Spanish fleet, sunk some of them, particularly one of the great galleons, and the admiral of the hulks, and obliged the rest to sheer off.

Her intrepid commander, though wounded in the beginning of the engagement, kept the upper deck till an

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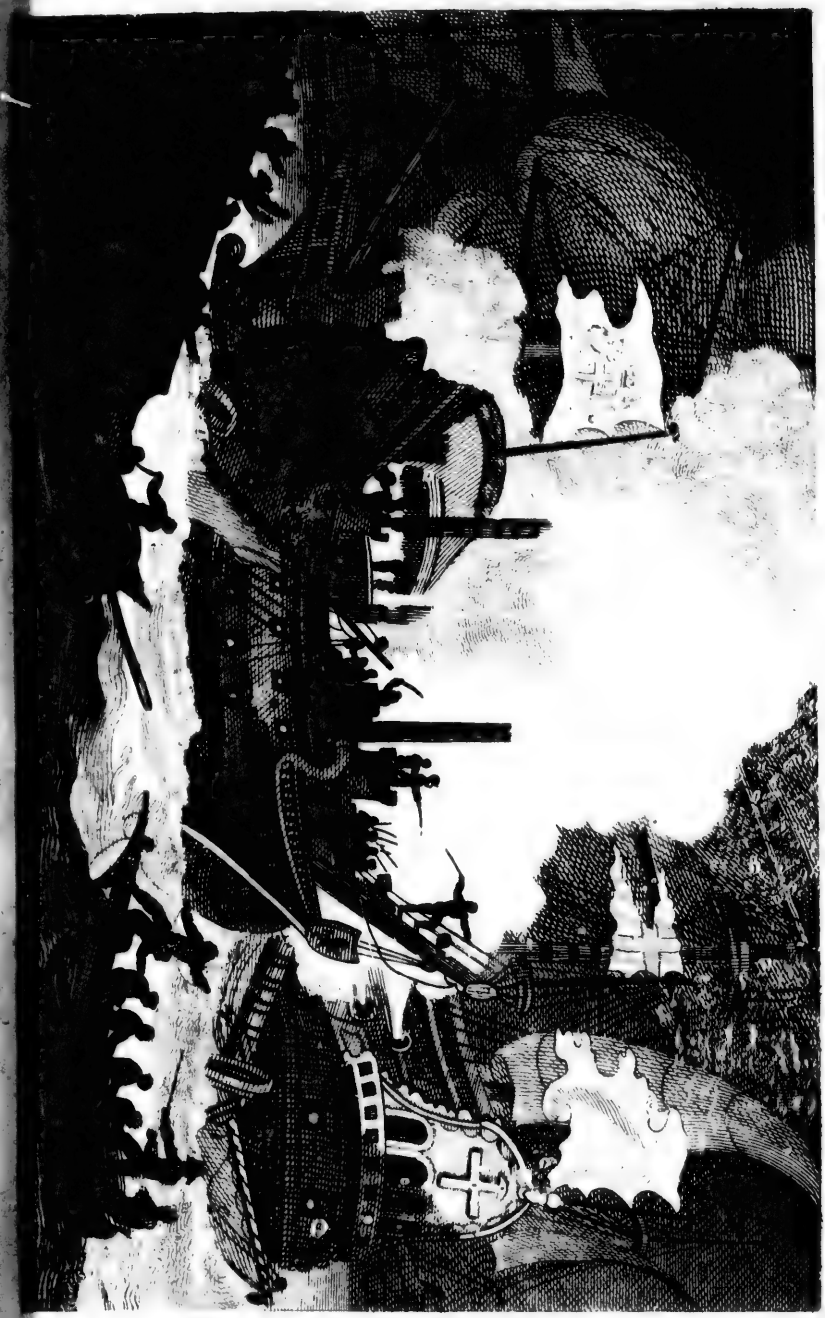

hour before midnight, when, receiving a wound in his body from a musket ball, he went below to have his wound dressed. There, while he was under the surgeon's hands, he received another shot in his head, and the surgeon was killed by his side. At length, having lost his bravest men, the ship being much disabled, the masts split, the deck covered with dead and wounded, and the powder spent to the very last barrel, he endeavoured to persuade the officers to sink the ship, with all on board of her. Though he could not induce them to adopt this expedient, yet they resolved to die in their own defence rather than submit to dishonourable conditions; and notwithstanding their wretched situation, they did not surrender till they had obliged the Spaniards to promise them their lives and liberty. At this time the wreck had six feet water in the hold, three shot under water badly stopped, all her masts carried by the board, her tackle quite ruined, and her upper works, and the whole vessel, laid almost even with the water. She had been engaged, not only with the 15 ships that boarded her, but in reality by turns with the whole fleet of 53 vessels; and had received, upon a moderate computation, 800 cannon shot, and withstood the fire of nearly 10,000 soldiers and seamen; and this with only one hundred men, being the total number fit for duty at the commencement of the action. The Spaniards, by their own confession, lost above 1000 men, and several officers of distinction. Of the crew of the Revenge, about sixty survived this glorious affair; and among these there was not a man but carried off one or more wounds, as honourable memorials of their courage and intrepidity. The gallant Sir Richard Greenville was

removed on board the Spanish admiral, where, two days afterwards, he died of his wounds.*

In the mean time Lord Howard, with his little squadron, hovered about the Spanish fleet, and could scarcely be persuaded by his officers from running into the midst of the enemy, and continuing the engagement. In his passage homeward, however, he picked up several rich Spanish ships, of sufficient value to defray the expence of the expedition, and to make ample compensation for the loss of the Revenge. That ship, five days after she was taken, foundered at sea, with two hundred Spaniards on board, in a storm, in which about thirty of the Spanish vessels were wrecked on the coasts of the Azores; so that in this voyage, the loss of the enemy exceeded 10,000 men.

In the West-Indies, Sir George Carew, cruizing with three of the queen's ships, fell in with eight sail of Spanish vessels, four of which were ships of war, considerably superior to his in size and force. Notwithstanding this disproportion, and the shameful desertion of the other two ships, Sir George defended himself with the utmost bravery against the united attacks of the Spaniards, whom, after a running fight of fifteen hours, he at length compelled to sheer off.

In the Mediterranean an action, not less brilliant, was maintained by a merchant vessel the Centurion, in the

* The last words which Sir Richard spoke, were in the Spanish language to the following effect: "Here die I, Richard Grenville, with a joyful and quiet mind, because I have ended my life as a true soldier ought to do, fighting for his country, queen, religion, and honour; my soul willingly departing from this body, leaving behind the lasting fame of having behaved as every valiant soldier is in duty bound to do."

Turkey trade, commanded by Mr. Robert Bradshaw. Returning to England he was attacked, near the streights of Gibraltar, by five Spanish gallies, carrying 1000 men; these immediately grappled the Centurion, two on each side, and one astern; but the gallant Bradshaw, with only 48 men, and two boys, defended himself with such obstinacy, that he obliged the enemy to sheer off, after losing a great number of men. The Centurion had only four killed, and ten wounded. The next day she fell in with six other Spanish ships, which, notwithstanding her disabled situation, durst not venture to attack her.

The voyage of Raymond and Lancaster, undertaken this year, to the East-Indies, laid the foundation of that extensive and flourishing commerce which has since added so much to the opulence and importance of the British empire. Those able seamen sailed from Plymouth, with three ships, on the 10th of April. On the 1st of August, their crews being very sickly, they put into Saldanha Bay, 15 leagues northward of the Cape of Good Hope, and reserving 198 men to navigate two of the ships, they sent back to England the third, called the Royal Merchant, with about 60 invalids. Having procured an abundant supply of water and provisions, they set sail, and doubled the Cape, but were separated, off Cape Corientes, by a violent storm, in which the Penelope, the admiral's ship, foundered, and every creature on board perished. The gale was succeeded by a tremendous storm of thunder and lightning, by which four seamen on board the only remaining ship, the Edward Bonaventure, commonly called the Rear Admiral, were killed on the spot. Of the rest of the crew, 94 in number, some were struck blind, and others lame,

while others were seized with excruciating pains, and vomiting of blood. The main-mast was shivered from top to bottom, and iron spikes, driven ten inches into the timber, were melted. Undaunted by these misfortunes, Lancaster steered to the Comorro Islands, where thirty of the crew were murdered by the savages, while employed in taking in water. The ship's company was now reduced to thirty-three men, whose spirits Lancaster contrived to keep up during the winter, at Zanzibar, on the coast of Melinda, in such a manner, that on their way from that country to India, they attacked and took several ships; among which was one of 250 tons, and another of 700 tons, carrying 16 brass cannon, and belonging to the Portuguese. They then proceeded to Ceylon, Sumatra, and other islands, when the captain, considering the weakness of his crew, fearing lest he should want provisions, but above all, apprehensive of a mutiny among his men, resolving to return home; doubled the Cape of Good Hope, and touched at St. Helena for refreshments. Proceeding before the trade wind, he was then carried to a small uninhabited island, near Porto Rico, in the West-Indies, where he went on shore with the greatest part of the crew, leaving only the carpenter, and five men and a boy, to take care of the ship. These, taking advantage of a favourable wind, cut the cable, and brought the ship in safety to England, leaving the captain and his companions on shore, in the utmost distress and misery: from which they were not relieved till the year 1594, when they were found by the crew of a French ship, in which they were brought to England.

In the year 1592, the Spaniards sustained considerable injury from several expeditions, fitted out by the

queen's permission, and partly at her expence. The Earl of Cumberland determined to venture upon a fifth voyage, but being wind-bound for three months at Plymouth, his design of attacking the outward-bound Spanish carracks was frustrated. He therefore transferred the chief command of the expedition to Captain Norton, with directions to proceed to the Azores. A few days after the departure of the ships, they fell in with a valuable Portuguese ship, which they made prize of, and sent to England. Continuing their course, they discovered, off the Azores, another rich carrack, of the same nation, which crowded all her sails, and endeavoured to make the port of Angra, in Tercera; being but intercepted in her flight by an English vessel, which lay in wait for that purpose, she tacked about for the road of Lagonova, on the southern extremity of Flores; and would probably have reached it had not a violent storm arisen, by which she was driven ashore, and wrecked. The Portuguese lost no time in landing such part of her cargo as they were able to save; our ships being kept off at sea by the violence of the weather. As soon as the storm abated, the English, however, hoisting out their boats, landed, and with great difficulty seized a considerable portion of the goods; frigh ted away the inhabitants of the neighbouring town, and returned on board laden with plunder.

About a month afterwards, the same adventurers fell in with the Madre de Dios, a rich ship, large, and well-armed. A desperate engagement ensued for about an hour and a half, when victory declared for the English. The cargo of this vessel was thought to be the most valuable ever taken from the Spaniards. The Earl of Cumberland was not permitted by the queen to divide any

part of it for his own share; but she ordered 36,000l. to be paid to that spirited nobleman, to defray his extraordinary expences in promoting the expedition.

About the same time Mr. Christopher Newport, and Captain King, set out; the former for the West-India islands, and the latter for the gulf of Mexico.

Newport, with three ships and a pinnace, took a Portuguese vessel of 300 tons, bound from Guinea to Carthagena, on the coast of Dominica. He then proceeded to the south coast of Hispaniola, or St. Domingo; took another ship, having on board 22 jars of copper-money: landed, and sacked the town of Ocoa; and after two smart skirmishes, took and burned the town of Yaquana, and the village of Aquava, on the N. W. part of the same island. The little victorious squadron then stood for the Bay of Honduras, where they made prize of a Spanish ship, within shot of the castle. With their boats they cut out four frigates, riding at anchor before the town of Pueato de Cavallos, in spite of a hot fire that was kept up during the whole time from the castle. After this daring attempt they attacked and plundered the town itself, where they found a considerable booty. Thus this small force sacked four towns, and took or burned 17 frigates, and two ships; of which, however, they carried only two back to England, having destroyed all the rest.

Captain King, with only two vessels, containing no more than 126 men, likewise made the coast of Dominica, where he took a Guinea ship, with 270 negroes. He then cut out of the harbour, a ship which lay within musket shot of the castle, and two smaller vessels at Porto Rico, laden with 60 tons of Canary wine. Sailing from that island, they steered for the gulf of

Mexico and Cuba, taking several small prizes in the way. They reached the Havannah in the month of May, and advanced within gun shot of the fortresses, which played upon them for an hour with their great ordnance. Two gallies were then dispatched; these the English engaged for another hour, when they were obliged to sheer off, by a brisk gale of wind which sprung up on the coast. Being followed by the enemy, a second engagement took place, which continued three hours, when the Spaniards were compelled to retire, with considerable loss. Four days afterwards, being six leagues northward of the harbour, they fell in with eleven English vessels, belonging to different adventurers. This united force gave chase to a ship of sixty guns, which they drove into a creek, and boarded. This vessel, with her cargo, they brought to England, and arrived at Dover about the middle of November.

The most extraordinary naval action this year, was the capture of two Spanish ships by Captain Thomas White, who was returning from Barbary. The fight was continued with the greatest obstinacy for several hours; and though White's crew consisted of only forty-two men and a boy, they made such a slaughter of the enemy, that the blood streamed out of the scupper-holes. The number of the survivors, when they were obliged to surrender, was 126. These two prizes proved far less valuable to the captors, than to the original owner, on account of the extraordinary articles composing their cargo. Besides 1400 chests of quick-silver, and 100 tons of wine, they contained 2,072,000 bulls of popish indulgences, ten bundles of gilt missals, breviaries, &c. The loss to the King of Spain was estimated at upwards of 700,000l.

A patent was this year granted by the queen to the Turkey company for 12 years, from the 7th of January, 1592; and in the month of May, another was obtained by a society of merchants to trade to Guinea, for the term of ten years.

The queen, piqued at the conduct of Henry IV. King of France, and his desertion of the Protestant interest, in 1594, dispatched a squadron, under the command of Sir Martin Forbisher, to attack Brest. The land forces, under Sir John Norris, laid siege to the place, while the admiral entered the harbour with four men of war, blocked up the town, and landed the seamen. Having thus united their whole force, they attacked and stormed the fort with considerable slaughter, in spite of the noble resistance made by the garrison. On this occasion Sir Martin Forbisher, a gallant officer, and experienced navigator, was wounded in the thigh, and died soon afterwards.

A report being, about this time, generally propagated throughout Europe, that the Spanish monarch was equipping a more formidable armament, than that of 1588, for the invasion of England and Ireland, the queen ordered two squadrons to be fitted out on the public account. One of these was directed to cruize in the British seas, and to guard the coasts; the other, consisting of 26 ships, under the command of Sir John Hawkins and Sir Francis Drake, was destined to make a diversion in the West-Indies; and had on board a considerable number of land forces, commanded by Sir Thomas Baskerville.

Notwithstanding the vigilance of the former of these squadrons, Don Diego Brochero, with four Spanish gallies, made a descent in Mount's Bay, in Cornwall, and

burned the three villages of Mousehole, Newlin, and Penzance. It is remarkable that, on this occasion, the enemy neither killed nor took prisoner a single human creature; and that these were the only Spaniards that ever landed in England as enemies.

The expedition to the West-Indies was first projected by the admirals, to whose conduct it was committed; and who, says Sir William Monson, persuming much on their own experience and knowledge, persuaded the queen to undertake it, assuring her what great services they should perform; and promising to engage very deeply in the adventure, both with their persons and their fortunes. Such too was the opinion, which every one had formed of those two gallant officers, that sanguine hopes were entertained of success. According to their intended plan, the first object of attack was to be St. Juan de Porto Rico, in the island of St. John, where a vast treasure was said to have been collected from the Spanish possessions, in America, in order to be conveyed to Europe. In case that attempt should fail, it was agreed, to land on the American continent, at Nombre de Dios; to march from that place to Panama; to seize the treasure brought thither from Peru; and, if they should think proper, to keep possession of that town.

This design might probably have been crowned with success, but for the delay occasioned by a fruitless attempt on the island of Grand Canary, contrary to the judgment of Hawkins; and by their stay at Guadaloupe, till the 4th of November, to build pinnaces. During this interval, the Spaniards obtained such an insight into their design, and so diligently improved the opportunity to strengthen themselves, that, when the English commanders arrived, on the 12th of the same

month, before Puerto Rico, they found it too well secured to hope for success. To add to their mortification, one of the ships, the Francis, had previously been taken by five Spanish vessels, dispatched to observe the English, and to convoy the treasure from Puerto Rico. Sir John Hawkins was so affected by this circumstance, which, he was persuaded, would inevitably lead to a discovery of their whole scheme, that he immediately fell sick, and died the very day the fleet came to anchor before the town.

The Spaniards to prevent their entrance, had sunk a large ship at the mouth of the harbour, and had placed large masts on both sides, from that spot to the forts, which guarded the avenues. In the port were five Spanish ships in ballast, well provided with men, great guns, small arms, and ammunition. The English no sooner came to anchor, than the forts opened a furious fire upon them. While the officers, on board the admiral's ship, were at supper, Sir Nicholas Clifford and Brute Brown were mortally wounded; and Drake had his seat shot from under him. In the evening of the 13th, Baskerville, manning 25 boats and pinnaces, ventured into the road, between the castles, and, in spite of a tremendous discharge of artillery, and continual volleys of small arms, set fire to five ships, of 200 tons, and upwards; burned the rear-admiral down to the water; and did great damage to the admiral and vice-admiral. Each of the ships had twenty brass cannon, and 100 barrels of powder on board; but their cargoes, and treasure, to the amount of 35 tons of silver, had been previously secured on the shore. The battle was long and obstinate; and though great numbers of the Spaniards were burned, drowned, killed, or taken prisoners,

yet the English were at length compelled to return to their ships.

Drake then proceeded with his squadron to the continent of America, where he burned and plundered several towns. In conformity to the original project, Sir Thomas Baskerville, with 750 men, attempted to cross the isthmus of Darien in order to surprise Panama: but during a march of two days they were incessantly galled by the enemy's fire from the woods. Finding likewise that their passage was obstructed by some newly erected forts, they abandoned the enterprize and returned to the fleet, half starved and wretchedly harrassed. Sir Francis Drake was soon afterwards seized with a bloody flux, which, together with the chagrin of these severe disappointments, put an end to his life before the fleet could reach Porto Bello, to which place he had resolved to sail.

The command now devolving upon Sir Thomas Baskerville, he, with the advice of the other officers, set sail for England, where he arrived, after an obstinate engagement with a Spanish fleet off Cuba, in the beginning of May 1596. This expedition obtained neither honor for the nation, nor profit for the individuals concerned in it; and the injury done to the enemy was much more than counterbalanced by the loss of Hawkins and Drake, the two greatest naval officers of their time.*

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*The reader will not be displeased to find below, the contrasted characters of those two great men, as given by a cotemporary writer who had served under them both.

"Both Hawkins and Drake," says he, "were given to travelling in their youth; and in their more mature years, they both

The Spaniards encouraged by the failure of this expedition against their West India Settlements, and elated

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attempted many honorable voyages, as that of Sir John Hawkins to Guinea, to the isles of America, and to St. John de Ulloa. So likewise Sir Francis Drake, after many discoveries in the West Indies and other parts, was the first Englishman that ever compassed the globe; in which, as well as in his great knowledge of sea affairs, he far exceeded not only Sir John Hawkins, but all others. In their natures and dispositions they differed as much as in their management in war. Sir Francis was of a lively spirit, resolute, quick, and sufficiently valiant; Sir John slow, jealous and difficult to be brought to a resolution. In council, Sir John Hawkins often differed from the judgment of others, making a shew, in difficult cases, of knowing more than he would declare. Sir Francis was a willing hearer of every man's opinion, but commonly a follower of his own. He never attempted any action, wherein he was an absolute commander, but he performed it with great reputation, and could go through the weightiest concerns with wonderful ease. On the contrary, Sir John Hawkins was an undertaker of great things, but for the most part without fortune or success. Sir John Hawkins naturally hated land soldiers; and though he was very popular, affected to keep company with common people rather than with his equals. Sir Francis, on the contrary, loved the land soldiers, always encouraged and preferred merit wherever he found it, and was affable and easy of access. They had both many virtues, and agreed in some; as patience in enduring labors and hardships, observation and remembrance of things past, and great discretion in sudden dangers. In other virtues they differed. Sir John Hawkins was merciful, apt to forgive, and faithful to his words; Sir Francis Drake hard to be reconciled, but constant in friendship, and withal, at the same time severe and courteous, magnanimous and liberal. They were both ambitious to a fault, but one more than the other; for Sir Francis had an insatiable thirst after honor, beyond all reason; he was full of promises, and more temperate in adversity than in prosperity. He had likewise some other imperfections, as quickness

with some recent successes in France, began to prepare for a fresh attempt, which they intended to make at one and the same time upon England and Ireland. To prevent this, the sagacious Queen Elizabeth thought it most advisable to attack the enemy in his own ports, and, if possible, to destroy his shipping before they could be in readiness for action, or assemble in a body. An expedition was, therefore, planned against the Spanish armament in the harbor of Cadiz; a fleet was equipped, consisting of 126 ships, 17 of which were the queen's, and on board of them 7000 troops were embarked. These were joined by a Dutch squadron of 22 sail under Admiral Van Duvewoord. The command of this formidable fleet was given to the Earl of Effingham, Lord High Admiral, and the Earl of Essex was appointed general of the land forces.

This armament sailed from Plymouth on the 1st of June, 1596, and on the 20th anchored on the west side of Cadiz, before the enemy had received any intelligence of their approach. The next day the Spanish ships in the harbor were attacked by the English: the engagement lasted from day-break till noon, when the enemy, whose galleons were miserably shattered, and a great number of their men killed, resolved to set fire to their vessels, and to run them ashore. The St.

to anger, bitterness in disgracing, and was too much pleased with sordid flattery. Sir John Hawkins had malice with dissimulation, rudeness in behaviour, and was covetous in the last degree. They were both alike happy in being great commanders, but not equally successful. They both grew great and famous by their own virtues, courage, and the fortune of the sea. However, there was no comparison between their merits taken in general, for therein Sir Francis Drake far exceeded."

Philip, the Spanish admiral's ship was burned, together with two or three others that lay near her; but the St. Matthew and St. Andrew fell into the hands of the conquerors. To follow up this success, the Earl of Essex immediately after the action landed at Puntal with 800 men, and advanced to meet a body of 500 Spaniards, who, upon his approach, retreated into Cadiz. The earl pursued the fugitives so closely, and the inhabitants were struck with such consternation, that they were unable to take any measures for the defence of the city, till the English had burst open the gate and made themselves masters of the place. The garrison retired to the castle, but soon capitulated, on condition that the inhabitants should have liberty to depart with their wearing apparel; but that all their other effects should be at the disposal of the English; that they should pay 520,000 ducats for the ransom of their lives, and give up forty of the principal citizens as hostages for the payment of the money. The Earl of Essex being now entire master of the place, turned out all the inhabitants, and loaded the ships with the money and valuable effects which the soldiers had not taken as plunder.

In the mean time the admiral dispatched Sir Walter Raleigh to burn the merchant ships, which had retired to Port Real. Two millions of ducats were offered him as their ransom, but this proposal he rejected, saying, "he was come to burn and not to ransom the vessels." The Duke of Medina Sidonia, however, found means to unload some, and set fire to others, to prevent their falling into the hands of the English. Besides the injuries sustained by private individuals, the King of Spain lost eleven of his best ships of war, and twenty-four vessels laden with merchandize for the Indies. Another

important object was likewise attained in the destruction of the ammunition which he had provided for his design against England.*

The English being thus masters of Cadiz, the Earl of Essex, in a council of war proposed to keep possession of the place, and even offered to remain in person to defend it, if he might be allowed 400 men, and three months' provisions. Neither this proposal, however, nor that of steering to the Azores, to intercept the

* The following is a copy of the letter written by her Majesty, with her own hand, to the two noble commanders in this expedition, upon receiving the intelligence of its complete success :—

"If my pen had as many tongues as the flock of owners had feathers, they would scarce express the lauds that my soul yieldeth to the Highest for this great victory which his gracious hand hath given us ; and that you, as his instruments, have so admirably, in so few hours, with such valor, order, and resolution, performed so great an action, of which sort, I suppose, has not been found or seen a fellow. My head can scarce invent words sufficing my thankful acceptance, nor thanks enough for such merit.—You have made me famous, dreadful, and renowned ; not more for your victory than your courage, nor more for either, than for such plentiful liquor of mercy—in which you have so well performed my trust, as, thereby, I see I was not forgotten amongst you. You have so pleased my mind therewith, that if I had a great treasure, I would leave it for it. Never was there heard in so few days, so great a gain obtained ; which, though I attribute most to the commanders, yet, I charge you, let the army know, both of sea and land, that I care not so much for being Queen, as that I am the Sovereign of such subjects, who blaze my fame with their worth ; and passeth not, nor wisheth more days to breathe, than while such people may flourish : and desires to end before any disaster or dishonor fall on such a nation. This tell them, from her whose thoughts and words never disagree, and yield them such due praise as papers cannot utter, but my heart while it lasteth shall keep from oblivion."

homeward bound indiamen was approved by the majority, who were impatient to return home with their booty. He, therefore, sailed for England, after setting fire to the town and the adjacent villages. In the way the fleet looked into the ports of the Groyne, St. Andero, and St. Sebastian's; but meeting with nothing, the commanders continued their course towards England where they arrived on the 8th of August.

Notwithstanding this check, the preparations still continued in the Spanish forts. A powerful fleet was therefore, equipped the following year, 1597; consisting of 120 English and 10 Dutch ships, carrying 6000 land forces. This armament, commanded by the Earl of Essex, Lord Thomas Howard, and Sir Walter Raleigh, was intended to destroy the Spanish fleet collected at Ferrol and the Groyne; but meeting with tempestuous weather, the ships were dispersed and much disabled. This induced the Earl of Essex to abandon the design of going to Ferrol, and to steer for the Azores, with a view to intercept the homeward bound American fleet. The earl's ignorance of naval tactics saved the greatest part of these ships; for when the English had come in sight of them, by an ill-judged manœuvre they were suffered to make sail, and all, excepting three, escaped into the harbor of Angra, which was well defended by strong forts. The cargoes of the three ships which fell into the hands of the English, were of sufficient value to defray the expenses of the expedition.

The Spaniards, availing themselves of the absence of the English fleet, entered the channel with a powerful squadron, in the hopes of making a descent on the coast; but they were overtaken by such a violent storm, that

their fleet was dispersed; some of the ships were driven on shore, and others taken.

The Earl of Cumberland was the first English subject who built a ship of the size of 800 tons. This bold and noble adventurer, early in the year 1598, equipped, at the expense of himself and his friends, without any charge to the crown, a fleet of 20 sail of large ships, and took with him a considerable body of land forces under the command of Lieutenant-general Sir John Berkley. The Earl sailed from Plymouth on the 6th of March, intending to intercept the Lisbon fleet on its passage to Brasil; but the Spanish government obtaining an intimation of his design, laid an embargo on all ships in the ports of that kingdom. Failing in this project, the English commander proceeded to the Canaries, ravaged the island of Lancerota, and then steered for the West Indies. On the 6th of June he arrived at Porto Rico, and immediately landed 1000 men, who attacked the town of St. Juan, where they met with such a vigorous resistance, that they were at first compelled to retire; but they soon made themselves masters of the place, with the loss of about thirty men. This town being accounted by the Spaniards the key of America, the earl resolved to settle in it an English garrison and colony; but an epidemic disease broke out among his troops, and carried off such numbers of them, that he was obliged to abandon his conquest and return to England, where he arrived in the month of October, having acquired little else but glory in this expedition.

England had at this period made such progress in maritime skill and naval affairs that, in 1599, a large fleet was equipped in the space of 12 days, and collected in the Downs. This armament was intended rather to

intimidate and overawe the Spaniards, than for the purposes of actual hostility; and having produced the desired effect, it was laid up again in three weeks.

The year 1600 is remarkable for the first charter granted to a society of merchants for trading to the East Indies, which was the origin of the present opulent and powerful body, known by the name of the East India Company.

The society immediately fitted out five ships, from 60 to 100 tons burden, and gave the command and direction of them to Captain James Lancaster, who has been already mentioned. They left Woolwich on the 13th of February, 1601, but did not double the Cape of Good Hope till the 1st of November; by which time the crews were sickly, and had lost 150 of their number. Proceeding, however, according to their instructions, they were received in a very friendly manner by the King of Achen, in the island of Sumatra, who concluded a treaty of commerce with Captain Lancaster, by which considerable privileges were secured to the company. He was received with the same cordiality by the King of Bantam, and having taken a rich Portuguese Indiaman, the Captain resolved to return home. On his passage he took possession of the island of St. Helena*, and arrived in the Downs on the 11th of September, 1603.

Early in 1602, Sir Richard Levison and Sir William Monson cruising with a squadron on the coast of Portugal, attacked a Spanish East Indiaman and eleven gallies in the road of Cessimbra. They had placed themselves under the protection of the fort in such a manner, that, in

* No English settlement was established there till the year 1651.

conjunction with it, they could greatly annoy the English ships without themselves sustaining any material injury. Undismayed by the difficulty of the enterprize, the English bravely forced the harbor, burned several of the gallies, drove the garrison out of the fort, and took the galleon, a vessel of 1600 tons. This gallant atchievement was performed with the loss of only 12 men on the part of the victors, who carried home their prize, valued at one million of crowns, in triumph.

In September of the same year, Sir Robert Mansell fell in with a squadron of six Spanish gallies off the coast of Flanders, the whole of which he took or drove on shore, excepting one which escaped into Dunkirk.

This action closes the catalogue of glorious naval exploits performed during the reign of Queen Elizabeth, that great princess dying on the 24th of March 1603, in the 70th year of her age, and the 45th of her reign.

Few princes were ever raised to a throne under more disadvantageous circumstances, and few have exalted the dignity and glory of their crown to a higher degree than Queen Elizabeth. At her accession, she found the revenues of the crown exhausted, and the nation impoverished by the mal-administration of her immediate predecessors. The quarrel between England and Scotland still subsisted. The Spanish monarchy had arrived at the zenith of power and the affluence of wealth; that of France was growing up into the rival of the former, and both were governed by implacable enemies to the reformation and Elizabeth; who were incessantly forming designs on the crown of England, seconded by all the sinews of war, powerful forces, and the ablest ministers and generals in Europe to execute their com-

mands. Alone, and unallied, she maintained a glorious and successful contest against the greatest power and the richest potentate in Europe, during the greatest part of her reign. She distressed him in the West Indies, she insulted him in Spain. She took from him the empire of the sea and fixed it in herself. She frustrated all the projects of universal monarchy, and shook to the foundations that exorbitant power which disturbed the peace and threatened the liberties of Europe. She carried war and misery into the dominions of those who attempted to disturb her government, and at the same time preserved her subjects in peace and plenty. While the glory of the nation was exalted by atchievements in war, its strength and opulence were raised to a degree unparalleled in any former age. Though a frugal economist of her subject's money, Elizabeth was perpetually attentive to the methods of enriching them. By her prudent management she made war itself subservient to the improvement of our trade and navigation; and to become a source of riches to her country. Before her reign, the commerce of England was confined and insignificant; but, under her auspices, it extended over all the known world. She opened a channel for our trade to the north, and a passage not only into Russia, but through that empire, and across the Caspian sea into Persia. Our merchants visited the coasts of Africa, all the dominions of the Grand Seignor, sailed round the world, explored the South Sea, doubled the Cape of Good Hope, settled in the East Indies, and in spite of all the power of Spain, they not only traded, but established themselves in the West Indies. Instead of being necessitated, like her father, to hire ships of the Hans towns, or elsewhere, she, by her incessant atten-

tion to the naval resources of her kingdom, in a short time, created a marine which, as we have already seen, became formidable to the greatest maritime powers in Europe.*

* The following is a statement of the Royal Navy at the death of Queen Elizabeth:

	Guns.
4 ships of	40
4	32
10	30
2	20
3	16
2	12
5	10
3	8
1	6
4	4
4	2

Total..42 ships and three hoys

These vessels, when equipped for sea, carried 8376 men.

NAVAL TRANSACTIONS BETWEEN THE YEARS

1603 AND 1624.

The English flag insulted by the Dutch—Building of the first 64 gun ship—The first voyage to Greenland—Brilliant action in the Mediterranean—Expedition against Algiers---First contract for victualling the navy---Force of the English navy under James I.

DURING the reign of James I. the English navy may be said to have reposed beneath the laurels acquired under the auspices of his glorious predecessor. The natural timidity of James's disposition, together, with the poverty consequent on his extravagance and profusion, caused that monarch studiously to avoid embroiling himself with other powers, and rather to have recourse to negotiation than the sword. It will not, therefore, appear surprising, that this period should be so barren of naval incidents.

Though the Dutch states had so lately emancipated themselves from the Spanish yoke, the infant commonwealth already began to manifest that spirit of rivalship, which, half a century afterwards, produced such sanguinary conflicts. Sir William Monson, being, in 1604, appointed admiral of the Narrow Seas, was charged to convey to Calais, the Earl of Hertford, who was sent as ambassador to the Emperor of Germany. On the passage he was met by a Dutch man of war, which not

only refused to strike her flag, but even returned a shot fired by the British commander to enforce that compliment. This was the first indignity of the kind offered to a ship belonging to the Royal Navy of England. "Upon this," says Sir Anthony Weldon, "the admiral desired my Lord of Hertford to go into the hold, and he would instruct him by stripes that refused to be taught by fair means. But the Earl charged him, on his allegiance, first to land him on whom he was appointed to attend; for which I have often heard Sir William wish he had been hanged, rather than live that unfortunate commander of a king's ship, to be chronicled for the first that ever endured that affront, although it was not in his power to have helped it."

On his return to the Downs, Sir William observed six ships lying there in addition to those which he had left a few days before. These he discovered to be Dutch men of war: the admiral of which, without hesitation, paid the usual compliment to the British squadron as it passed by. Sir William, not satisfied with this, insisted that he should keep his flag struck during his cruise on the English coast.

In 1610, the finest ship ever seen in England was, by the king's command, constructed at Woolwich. This vessel measured 104 feet keel, and 44 feet beam; she carried 1400 tons, mounted 64 guns, and was named the Prince. In the same year the first voyage was undertaken by the English to Greenland for the purpose of catching whales; but the two ships sent out on this adventure were both lost, together with their crews.

During Sir William Monson's command of the Channel fleet, which he retained till the year 1616, that active and intrepid officer eminently protected the

English trade against the encroachments of France; and in 1614 he effectually cleared the Scotch and Irish seas of pirates, by which they had long been infested.

A very remarkable instance of British valor was displayed in 1617. The Dolphin merchant ship of 18 guns and 36 men, commanded by Captain Nichols, being off Cagliari, in the island of Sardinia, fell in with five large Turkish ships,* by which she was immediately attacked. The crew of the Dolphin fought with the utmost resolution, and at length succeeded in beating off the infidels. In this unequal contest, the loss of the Turks was very considerable; the Dolphin had seven men killed, and nine wounded.

In consequence of the piracies committed on the English trade in the Mediterranean by the vessels of Algiers, a fleet of six men of war, and twelve merchant ships, sailed from Plymouth in the month of October, 1620, on an expedition against that city. The command of this force was given to Sir Robert Mansell, then vice-admiral of England. On the 27th of November, the fleet anchored in the road of Algiers, and gave the usual salute, to which no return was made. The admiral then sent to inform the Dey of the cause of his coming; and, after some time spent in negotiation, the latter promised ample satisfaction on the subject of his mission, and to redress the grievances of which he complained. This we may, however, presume he neglected to do; for Sir Robert Mansell having retired, during the winter, to the coast of Spain, where he fell in with six

* Two of 300 tons, 28 guns, 250 men each.
One of 200 tons, 24 guns, 250 men.
Two of 200 tons, 22 guns, 200 men each.

French men of war, and obliged the admiral to strike his flag; returned the ensuing spring to Algiers, and attempted, but without success, to destroy the ships in the Mole. Upon this he set sail for England, where he arrived in June, 1621.

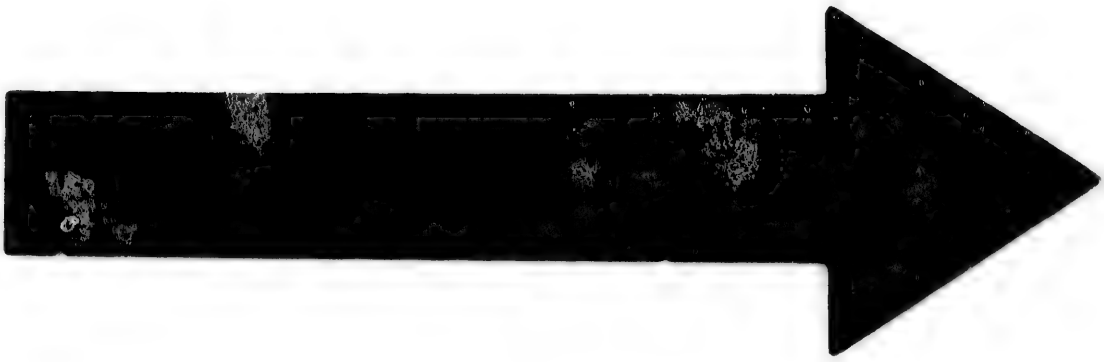
In 1622 we find the first regular contract for victualling the Royal Navy, which specifies the kinds of provision, together with the quantities allowed, and the times of serving it, among the seamen.

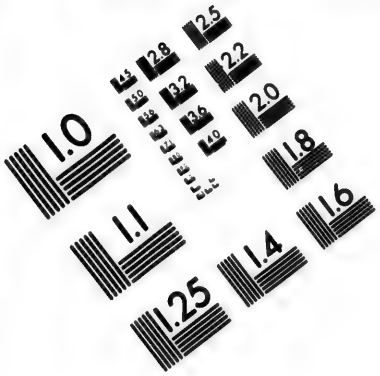
"Every man's allowance was one pound of biscuit, one gallon of beer, two pounds of beef with salt, four days in the week; or else, instead of beef, for two of those four days, one pound of bacon or pork, and one pint of pease, according to the custom before established; and for the other three days in the week, one quarter of stock-fish, half a quarter of a pound of butter, and a quarter of a pound of cheese: excepting on Friday, when they were to have a quantity of fish, butter, and cheese but for one meal; or instead of stock-fish, a quantity of herrings or other fish, as the time of the year shall afford.

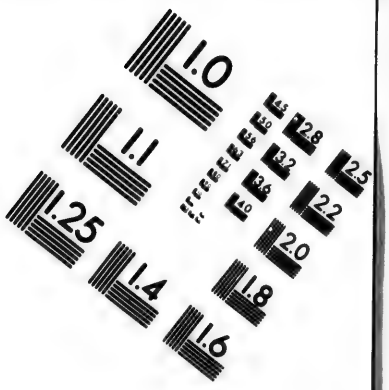
"The pursers to be paid by the contractors for necessaries, as wood, coals, candles, dishes, cans, lanterns, &c. in service at sea, six-pence for every man per month, and in harbor twelve-pence, and two shillings to every ship for lading charges by the month.

"The contractors to have the use of all his Majesty's brewhouses, bakehouses, mills, and other storehouses, as well at Tower-hill, as at Dover, Portsmouth, and Rochester, paying the same rent as former contractors paid.

"The allowance to the said contractors for every







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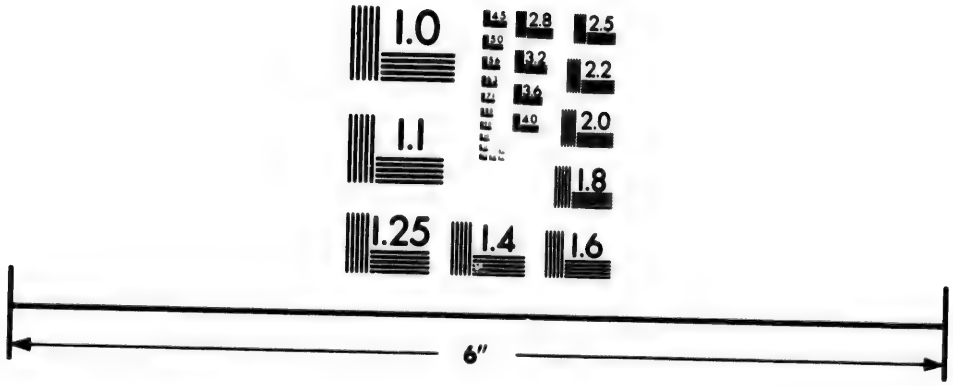

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man's victuals in harbor, seven-pence-halfpenny, and at sea eight-pence per day."

"The contractors were Sir Allen Apsly and Sir Sampson Darrel, who were to enjoy, during life, the title and office of Purveyors General of his Majesty's navy."

During the reign of King James, though the country enjoyed a profound peace, yet the improvement of our marine force was neither forgotten nor neglected. Ten ships were added to the royal navy, upon which 50,000l. were annually expended, besides a yearly grant from the king of thirty thousand pounds worth of timber from the royal forests for repairs, or the construction of new vessels. At the death of King James I. the royal navy consisted of sixty-two sail.

NAVAL TRANSACTIONS BETWEEN THE YEARS

1625 and 1649.

War with Spain—The king lends some ships to France—Expedition against Cadiz—Armaments for the relief of Rochelle—Mare Liberum and Mare Clausum—Ship-money—Quarrel with the Dutch.

UPON the death of James, his son, Charles I. ascended the British throne. During his father's pacific reign, the enmity between England and Spain had subsided, and Charles had repaired to Madrid to solicit, in person, the hand of the infanta of Spain. After a long negotiation, the match was not only broken off, but the English prince, himself, was treated with insult. To revenge the ill usage he had received on this occasion, Charles, immediately after his accession, sent 8000 men to Plymouth, to be embarked for an expedition against Spain.

During the equipment of this fleet, a circumstance occurred, which reflected as much honor on the character of British seamen, as it did disgrace on their rulers. —It was represented to the King, by the French ambassador, that the power of Spain in Italy was dangerous to all Europe; that his sovereign was as much inclined as his Britannic Majesty to humble the pretensions of the Spanish monarch; but as he had not a sufficient maritime

force, he wished to borrow a few English ships, to enable him to execute a design he had formed for that purpose. Deceived by this specious pretence, the king assented to the request, and, accordingly, it was agreed, that the Great Neptune, a man of war, commanded by Sir Ferdinando Gorges, and six merchant ships of between 300 and 400 tons burthen, should be lent to the French.

At this time the King of France was engaged in a war with his Protestant subjects, who had been driven to arms by the cruelty of their rulers. They were in possession of the city of Rochelle, which Lewis made great preparations for reducing. Soon after the conclusion of the above agreement, the Rochellers, being apprised of the circumstance, intimated to the British government, their fears that this force was to be employed for the purpose of destroying the Protestant interest in France, instead of annoying the Spanish possessions. The Duke of Buckingham, the favorite and Prime Minister, knew the extreme aversion of the English to such an expedition. To save his own reputation, he gave Captain Pennington, who was appointed to the command of this squadron, private instructions, by which he directed him not to serve against Rochelle; though the public contract allowed Lewis to employ the ships wherever he pleased.

In the month of May, 1625, this squadron arrived at Dieppe, where the admiral was informed by the Duke de Montmorency that he was destined to act against the rebellious Protestants of Rochelle. The effect this intelligence produced was such as might be expected from the generous minds of English seamen. They immediately signed a round robin, declaring their reso-

lution not to engage in that service; upon which the admiral weighed anchor and returned to the Downs in the beginning of July. Pennington, informing the Duke of Buckingham of the circumstance, received an express order from that nobleman, who procured another from his Majesty to the same effect, commanding him to return to Dieppe, and put all the ships into the hands of the French.

Accordingly he again sailed in the month of August to that port, and delivered up the merchant vessels; but Sir Ferdinando Gorges, resolving not to comply with such a disgraceful requisition, weighed anchor and put to sea. All the seamen, however, on board these ships, with the exception of one gunner, faithful to their engagement, deserted and returned to England. The vessels remained with the French, and were actually employed against Rochelle, contrary to the king's intention, and to the great dishonour of the nation. This affair occasioned a great clamor at home, and was afterwards brought forward as an article in an impeachment against the Duke of Buckingham.

In this year, 1625, a comptroller, surveyor, clerk of the navy, &c. were appointed in separate departments, under the Lord High Admiral, or Admiralty Board, from whom these commissioners were to receive directions and orders relative to the royal navy.

The fleet designed against Spain was not ready to sail till the beginning of October, under the command of Edward Cecil, lately created Viscount Wimbleton. It consisted of eighty ships, on board of which were embarked ten regiments, commanded by the Earls of Essex and Denbigh. This formidable armament left Plymouth on the 7th of October, and was soon after-

wards dispersed by a storm. They, however, assembled again on the 19th, off Cape St. Vincent, which had been appointed the place of rendezvous. The original design of this expedition was to intercept the Spanish plate fleet, which was expected from America in November. Having, therefore, sufficient time, it was resolved, in a council of war, to make an attempt on Cadiz. On the 22nd the fleet appeared before that port, and the Earl of Essex, with great boldness, stood into the bay to attack seventeen ships and eight or ten gallies, then lying at anchor there; but not being properly supported by the rest of the fleet, the enemy had time to take shelter under the guns of the fort, at Port Royal. Sir John Burrows was then landed with some troops, who, without much difficulty, made themselves masters of the fort at Puntal. The soldiers having discovered, and broken into the stores, which contained a considerable quantity of wine, became excessively intoxicated. The officers, fearful lest they should be surprised by the enemy in that situation, hastened their reembarkation. A contagious disease soon afterwards breaking out among the troops, the fleet returned to England, without having acquired either honor or advantage by the expedition.

In 1626, the wages of seamen in the royal navy, which had before been only fourteen shillings a month, were, by proclamation, increased to twenty; and those of ordinary seamen, which had been only nine shillings were raised to fourteen. Provision was likewise made for a monthly allowance from each man of fourpence to a chaplain, two-pence to a barber, and sixpence to the chest at Chatham.

The nation was this year involved in a quarrel with

France. Charles had married a daughter of the French king, who, being a Catholic, was attended to England by domestics of her own country and persuasion. These having been guilty of indiscretions in matters of religion, and having caused the queen to take some improper steps, his Majesty was prevailed upon, by Buckingham, to dismiss them. This proceeding so irritated her brother, Lewis XIII. that he immediately seized all the English ships in his ports, and with them resolved to undertake the siege of Rochelle. The inhabitants, upon this, applied to Charles, who ordered a fleet of 30 sail to be equipped for their relief, and gave the command of it to the Earl of Denbigh; but the lateness of the season, and unfavorable weather, rendered it impracticable for that nobleman to execute his commission.

Nevertheless, the ensuing spring, the king ordered another armament to be equipped for the same purpose without the knowledge of the Rochellers. Its destination was, likewise, kept a profound secret at home, and the command of it was given to the Duke of Buckingham. The fleet consisting of above one hundred ships, having on board 7000 troops, sailed from Portsmouth the 7th of June, 1627, and on the 20th of July appeared before Rochelle. But, having received no intimation of the coming of the English, the garrison refused admittance into the town to the very succours which themselves had demanded. The Duke, upon this, directed his course to the island of Rhé, and laid siege to the town of St. Martins; from which, through the notorious misconduct of their commander, the English were at length obliged to make a precipitate retreat, and to re-embark with the loss of above 2000 men, and, among the rest,

Major General Burroughs, who was accounted the ablest officer in the English service.

The fatal issue of this expedition was productive of great discontent. The seamen assembled in crowds, and clamored at Whitehall, complaining that they had received no wages for three years; and under such circumstances it cannot be surprising that they should desert in great numbers. The merchants, likewise, made bitter complaints that their commerce was not protected, that in the same period they had lost a great quantity of ships, and that the fishermen were taken almost in the very harbors. In a word, no person would venture to build any new vessels, because as soon as they were finished, the king seized them for his service against the will of the owners.

The incapacity manifested by the Duke of Buckingham, did not prevent the king from appointing him, in 1628, to the command of another expedition fitted out for the same purpose as the former. The Duke repaired to Portsmouth, to superintend the preparations, but was there assassinated by John Felton, a lieutenant in the army. This accident did not retard the execution of the design; for the king the next day gave the Earl of Lindsay the command of the expedition, which proved equally futile with all the preceding. The boom, raised to block up the entrance of the port, was found so strong, that though many attempts were made to break through it they proved ineffectual, and on the 18th of October, the town, which had held out so long, was obliged to surrender. These operations were followed by a peace with France, concluded in April 1629, and another with Spain in the month of November of the following year.

The disputes which were constantly occurring relative to the honor of the flag, claimed by the English, produced a treatise from the pen of the celebrated Hugo Grotius, entitled, *Mare Liberum*. He attempted to prove the futility of our title to the dominion of the sea, which he declared to be a gift of God that ought to be enjoyed in common by all nations. This was answered in 1634, by Selden, in a work which he called *Mare Clausum*, in which he strongly asserts the justice of our claims, and, in order the more deeply to impress it on the minds of his countrymen, as well as foreigners, he says that, "they have an hereditary and uninterrupted right to the sovereignty of the seas conveyed to them from their ancestors, in trust for their latest posterity." The king ordered a copy of this book to be kept in the court of admiralty, there to remain as an evidence of our dominion over the sea.

In 1634, a clerk and keeper of all the king's stores and storehouses at Chatham, Deptford, Portsmouth, &c. was first appointed.—A proclamation was, likewise, published, forbidding shipwrights to enter into foreign service, and another asserting the sovereignty of the sea, and regulating the manner of wearing the flag.

In consequence of a treaty concluded between the French and Dutch, the king judging it necessary to maintain a powerful fleet to preserve the commerce of England from injury, and her flag from insult, in 1634, imposed an arbitrary tax, called ship-money, which at first was confined to the maritime towns, but was made general in 1636. Its object was to provide and maintain a number of ships for the protection of the seas: but being laid on only by virtue of the royal prerogative, many both public bodies and private individuals, refused

to submit to it. Among the former was the city of London, of which the king demanded seven ships of 300 to 900 tons; among the latter the illustrious Hampden. It will be recollected that this unpopular measure was one of the causes which brought the unfortunate Charles to the block.

A proclamation was issued, in 1636, prohibiting foreigners from fishing on his Majesty's seas and coasts; but the Dutch still persisting in that practice, a fleet of sixty sail was equipped and dispatched to the North Seas, under the command of the Earl of Northumberland. The admiral acquainted the Dutch with the nature of his commission, and ordered them to quit the English coast; but, as they disregarded his injunction, he was obliged to have recourse to violent measures. After sinking some of their busses, they offered to accommodate the affair by paying the king 30,000l. for the liberty of fishing there during the summer.

In 1637, the king directed to be built, at Woolwich, the Royal Sovereign, which was the first three-decked ship in the British navy.

In 1642, the year in which the civil war between Charles I. and his Parliament commenced, the royal navy consisted of 82 sail.

HISTORY OF THE FIRST DUTCH WAR, AND OTHER NAVAL OPERATIONS,

Till the Restoration of Charles II. in 1660.

Blake goes in pursuit of Prince Rupert—War with Holland—Engagement off Dover—Blake's Letter—He takes a fleet of Merchantmen, and annoys the Dutch Fisheries—Action off Plymouth—Engagement off the North Foreland—In the Mediterranean—Second Engagement off North Foreland—In the Downs—Near Cape La Hogue—Off the Coast of Flanders—Near the Dutch Coast—Peace between England and Holland—Blake attacks Tunis—Jamaica taken—Blake attacks a Spanish Fleet at Santa Cruz—His death and character.

UPON the death of Charles I. the greatest part of the navy, which seems to have taken no active part in the preceding dissensions, submitted to that authority which had been established on the ruins of the throne. A squadron of fourteen ships still remained true to the royal cause, and under the command of Prince Rupert and Prince Maurice, brothers of the Elector of the Palatinate, a German prince, who had married the sister of Charles I. sailed unmolested to the relief of Kinsale, in Ireland, which was then besieged by the army of Cromwell.

Meanwhile the Colonels Blake, Dean, and Popham, were appointed to the command of the republican fleet, and though strangers to the service, they soon, by their zeal and attention, not only acquired a thorough knowledge of nautical affairs, but likewise gained the love of the seamen.

Blake being ordered to block up Prince Rupert,

while Dean cruised off Plymouth, Popham between Portsmouth and the Downs, and Sir George Ayscough lay in Dublin Road, arrived in June 1649 off Kinsale. This service he performed so effectually, that the prince was driven to the greatest extremities. His men deserted daily, and he hung ten of them as an example to the rest. At length, despairing of relief, he resolved, about the beginning of October, to force his way through the enemy's fleet. In this desperate attempt, three of his ships were sunk, but the prince escaped with the remainder, and reached the port of Lisbon, where he met with a very favorable reception from the King of Portugal: John Duke of Braganza having, in 1640, rescued that country from the Spanish yoke, and seated himself on the throne. This was sufficient to produce a declaration of war on the part of the English Parliament, and Blake was dispatched in pursuit of the two princes. Having arrived at the mouth of the Tagus, he requested the king's permission to enter the river, but was fired upon by the castle. Fearful of the consequences of Blake's indignation, the king sent one of his nobles to compliment him, and at the same time supplied him with a large quantity of fresh provisions, but would not suffer the admiral to attack Prince Rupert's ships. Blake, therefore, took five of the Brasil fleet, richly laden, and gave his Majesty to understand that, unless he ordered the prince's ships to leave the river, he would endeavor to seize the rest of the Portuguese fleet expected from America.

In September, 1650, the Prince attempted to get out of the harbor, but was driven back by Blake, who sent home nine ships, outward bound to Brasil, which he had taken. In October, he, in conjunction with Popham, fell in with a fleet of 23 sail, from Brasil, bound for

Lisbon. Of these they sunk the admiral, took the vice-admiral, with eleven others, and burned three more. The rest were small ships, which, during the action, escaped into the Tagus.

In his return homeward with the prizes, Blake met with two ships, laden with provisions for his fleet, upon which he resolved to return in quest of the prince, whom he followed into the Mediterranean. In this cruize Blake, in his own ship, the Phœnix, engaged and took a French man of war, which had committed some hostilities. He then pursued his enemy to Carthagena, and afterwards to Malaga; and being informed that he had destroyed many English vessels in the latter port, the admiral attacked him without ceremony, and burned and destroyed his whole squadron excepting two ships, the Reformation and the Swallow; the former commanded by Rupert himself, and the latter by his brother Maurice. This action took place in January, 1651. In the following month he fell in with a French man of war of forty guns, which he took after an engagement of two hours, and sent her, with four other prizes, before him to England; where, on his arrival, he received the thanks of the Parliament for his services, and was made warden of the cinque-ports.

The peace which England had so long enjoyed with foreign powers was now interrupted by a breach with Holland, in consequence of a refusal of the States to accede to certain proposals, the object of which was, to unite the two republics into one commonwealth. Cromwell, whose influence was now established, readily consented to the design of humbling Holland, the only power from which the Parliament had reason to apprehend any attempt to restore the exiled family of

Stuart. The Dutch appear to have been reluctantly forced into this contest; for, though they had received sufficient provocation, instead of commencing hostilities, as had been expected, they sent an embassy to London, to endeavour to effect an accommodation. The demands of the English government were, however, so unreasonable, that the States were at length convinced they must prepare for war.

Some writers, however, assert, that this war was more eagerly sought by the States than by the Parliament; that they were mortified at the firmness of the new commonwealth of England, which inclined them by some sudden stroke to attempt to abridge the power and reputation of their rival.

ENGAGEMENT OFF DOVER.

Be this as it may, Admiral Van Tromp was sent with forty-two men of war to the Downs, where he arrived on Tuesday, the 19th of May, 1652. Blake, who commanded the English fleet in the Channel, had a few days before gone westward as far as Rye Bay, with twelve or thirteen ships, leaving Major Bourne in the Downs with only eight, when the Dutch fleet was observed off the Goodwin Sands; and being come to the South Sand-head, two of them stood towards the English vessels. Major Bourne sent the Greyhound to examine them, and to enquire the reason of their approaching so near. The two captains replied, that they had a message for the commander-in-chief, upon which they were permitted to enter; and after saluting the English flag, they went on board Major Bourne's ship. They then acquainted him, that they were sent by Van Tromp to let him know that he had been with his fleet off Dunkirk, where they had lost many of their anchors and cables,

and, the wind being northerly, were driven farther to the south than they intended. Major Bourne, doubting the truth of this assertion, replied, that the shortness of their stay would afford the best proof of their veracity. Upon this they returned to their fleet, which immediately stood in to Dover, and came to an anchor within little more than a gun-shot of the castle. Here riding without saluting the castle, the latter fired three shot at them, notwithstanding which, the Dutch admiral still kept up his flag, and continued there till the next day at noon, exercising his men in the use of their small arms.

On the 19th, at noon, the Dutch fleet weighed anchor, and stood off towards Calais; and about the same time it was discovered by Blake, who was coming from the westward towards the Downs. Major Bourne, who was likewise in sight, soon joined the English admiral. The Dutch soon altered their course, made all the sail they could, and stood towards Blake's fleet, consisting of no more than 23 sail. Van Tromp himself being in the headmost ship, with his flag in the main-top, Blake saluted him with two guns, without ball, to require him to strike sail; but no regard being paid to this intimation, the English admiral fired a second and a third gun, which Van Tromp answered with a broadside. Blake, upon this, advanced nearer to the Dutch admiral's ship, with the intention of remonstrating on the impropriety of his conduct, in order to prevent the effusion of blood, and a national quarrel, when Van Tromp, and the rest of his fleet, discharged whole broadsides at the English commander. Little expecting such a salute, Blake was in his cabin drinking with some of his officers, when the shot broke his windows, and shattered his stern. This put him into a violent passion, "and curling his whis-

kers," says Heath, "as he used to do when he was angry, he ordered his men to answer the Dutch in the same manner; saying, when his heat was somewhat subsided, he took it very ill of Van Tromp, that he should take his ship for a bawdy-house, and break his windows." The engagement began between four and five o'clock in the afternoon, and lasted till nine. Blake, for some time, singly sustained the shock of the whole Dutch fleet till his own ships could join, when the battle became general. Two of the enemy's ships were taken by the English; one of these was a thirty gun ship, and the other, having six feet water in her hold, was abandoned, after taking out the captain and officers. Night put an end to the engagement; Blake remained on the spot where it commenced till the next morning, when the Dutch fleet was discovered on the coast of France, about four leagues distant.

The reader will not be displeased to find annexed to this account, the letter written on the occasion by the gallant Blake to William Lenthall, speaker of the House of Commons.

"Right Honourable,

"I have dispatched away this messenger to your honour to give an account of what passed yesterday between us and the Dutch Fleet. Being in Rye Bay, I received intelligence from Major Bourne that Van Tromp, with 40 sail, was off the South Sand-head; whereupon I made all possible speed to ply up towards them, and yesterday morning we saw them at anchor in or near Dover-road. Being come within three leagues of them, they weighed and stood away by a wind to the eastward; we supposing their intention was to leave us, to avoid the dispute of the flag. About two hours after

they altered their course, and bore directly with us, Van Tromp the headmost; whereupon we lay by, and put ourselves into a fighting posture, judging they had a resolution to engage. Being come within musket-shot, I gave orders to fire at his flag, which was done thrice; after the third shot he let go a broadside at us. Major Bourne, with those ships that came from the Downs, was then making toward us. We continued fighting till night; then, our ships being unable to sail, by reason all our rigging and sails were extremely shattered, and our mizen mast shot off, we came, by the advice of the captains, to an anchor, about three or four leagues off the Ness, to refit our ships, at which we labored all the night. This morning we espied the Dutch fleet, about four leagues distant from ours, towards the coast of France; and, by advice of a council of war, it was resolved to ply to windward, to keep the weather-gage; and we are now ready to let fall our anchors this tide. What course the Dutch fleet steers we do not well know, nor can we tell what harm we have done them; but we suppose one of them to be sunk, and another of thirty guns we have taken, with the captains of both; the main mast of the first being shot to the board, and much water in the hold, made Captain Lawson's men to forsake her. We have six men of ours slain, nine or ten desperately wounded, and twenty-five more not without danger; among them our master, and one of his mates, and other officers. We have received about seventy great shot in our hull and masts, in our sails and rigging, being engaged with the whole body of the fleet, for the space of four hours; being the mark at which they aimed. We must needs acknowledge it a great mercy that we had no more harm; and our hope

is, the righteous God will continue the same to us if there do arise a war between us, they being first in the breach, and seeking an occasion to quarrel; and watching, as it seems, an advantage to brave us on the coast.

"Your humble servant,

"ROBERT BLAKE."

From on board the James, 3 leagues off the Hydes,
the 20th of May, 1652.

After this action the Dutch avoided coming to a general engagement. They, however, paid dearly for their temerity; for, on the 12th of June, the Captains Taylor and Peacock, in two English frigates, fell in, on the coast of Flanders, with two Dutch ships of war, which, refusing to lower their flags, were attacked by the English. One of them was taken, and the other stranded. Sir George Ayscue, on his return from the West-Indies, likewise took four Dutch men of war, and several merchant ships from St. Ubes.

In the mean time the gallant Blake was not inactive. On the 10th of June a detachment from his fleet fell in with 26 sail of the enemy's merchantmen, which were all taken. On the 2d of July he sailed with a fleet of sixty men of war to the northward, to annoy the Dutch fisheries. On the way he took a ship of war of that nation; and before the end of the month, captured the whole fishing convoy, consisting of 12 men of war, and 100 of their herring busses, and dispersed the rest. On the 12th of August he returned to the Downs, with six of the Dutch vessels which he had taken.

On the 16th of August, Sir George Ayscue, cruising off Plymouth with 38 sail, chiefly frigates, fell in with a Dutch fleet of superior force, commanded by Admiral De Ruyter. About 4 P. M. the action commenced,

and the Dutch being to windward, the English admiral, and nine of his ships, with great intrepidity, forced through the enemy's line, and obtained the weather-gage. The engagement was extremely obstinate, till at length night parted the combatants. The next morning, De Ruyter, finding himself prevented by the damage he had sustained from renewing the fight, bore away for his own coast. He was pursued for some time by Sir George Ayscue, who, not being properly supported by some of his captains, either in the action or chace, put into Plymouth to refit.

The French, having committed some hostilities in Newfoundland, Blake resolved to retaliate; and, at the latter end of August, on his return from the North Sea, he fell in with a squadron of French men of war, bound to the relief of Dunkirk, at that time besieged by the Spaniards; the whole of which he took or destroyed. He then cruised between the English and Dutch coast till the 28th of September, when, being off the North Foreland, he discovered the fleet of Holland, commanded by De Ruyter and De Witt. Blake formed his fleet into three divisions; the first was commanded by himself, the second by Vice-admiral Penn, and the third by Rear-admiral Bourne. The action began about three o'clock in the afternoon, and was maintained with great obstinacy on both sides. Blake, sailing to the windward of the Dutch admiral, got aground; the Sovereign struck several times, as did some others of the English ships, but they got off again without receiving any damage. The result was, that three of the enemy's ships were sunk, and two taken, one of which was their rear-admiral, which struck to Captain Mildmay. The Dutch commander, on the following day, pushed towards

the coast of Holland, with his shattered vessels, which were pursued by the English into their very harbours. Blake returned in triumph to the Downs. The loss of the English was about 300 men killed, and as many wounded. We are not informed how many of the enemy were killed, but the number of wounded is said to have amounted to 2000.

The fury of the hostile republics was not confined to the Channel which separated them.—In the Mediterranean, towards the end of August, as Commodore Badily, with three small men of war, and a fire-ship, was convoying some merchantmen from the Levant, he was attacked, off the island of Elba, on the coast of Tuscany, by Admiral Van Galen, with a fleet of eleven Dutch men of war. Notwithstanding this disparity of force, the English commodore bravely defended himself; and, as it was late in the evening, little or no advantage was gained by either side. In the night Badily sent off the merchantmen, directing them to proceed with all possible expedition to the harbor of Porto Longone, in the island of Elba, and the next morning the engagement recommenced with great fury. Van Galen laid himself alongside the English commodore, but he met with such a warm reception that his ship was soon disabled, and obliged to sheer off a complete wreck. Another of the enemy's largest ships taking her place, lost her main-mast, and was boarded by the Phœnix. The latter being left with very few hands, was in this condition boarded herself by a third Dutch ship, and taken, after a contest in which almost all her crew were killed or wounded. In the mean time the commodore was boarded by two of the enemy's ships at once; but Badily continued to defend himself with

such undaunted intrepidity, that they were obliged to retire, with the loss of both their commanders, and a great number of their men. The Dutch, finding they had to deal with no common enemy, durst not venture on another attack, and the gallant Badily proceeded to join his convoy at Porto Longone.

The Dutch squadron repaired to Leghorn-road, taking with them their Prize, the Phœnix, which was given to Captain Van Tromp, whose ship had been rendered unserviceable in the late action. In the same road Commodore Appleton was lying, with six sail of men of war.* The English soon formed a plan for cutting out the Phœnix; the execution of which was intrusted to Captain Cox, who had formerly been a lieutenant in that ship. On the evening of the 26th of November, he manned three boats with thirty men each, who boarded and carried off the Phœnix before they were discovered. Van Tromp, who was in bed, hearing the alarm, leaped out of the cabin-window to avoid being taken, and was saved by another Dutch ship.

Mortified at the loss of their prize, the Dutch complained to the Grand Duke of Tuscany of this violation of his port. The duke ordered the English commodore either to deliver up the Phœnix, or instantly to depart. The hardy Englishman could not think of complying

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* Leopard..... 52 guns 180 men.
Bonaventure .. 44 150
Samson..... 36 90
Pilgrim 30 70
Mary 30 70
Levant Merchant 28 60

Total 220 guns 620 men.

with the former injunction; and if he obeyed the latter, he knew he should be exposed to imminent danger, as Van Galen's squadron, consisting of sixteen men of war, a fire-ship, and several armed merchantmen, was then lying off the port. In this dilemma, he dispatched a vessel to Elba, to inform Commodore Badily of his situation, and to desire him to appear off Leghorn, as the Dutch might then be induced to pursue him, and give him (Appleton) an opportunity of escaping. This stratagem produced the desired effect: part of the Dutch fleet was dispatched in pursuit of Badily, while the admiral, with nine ships, remained to watch the motions of Appleton, who, undaunted by the enemy's superior force, weighed and put out to sea. Van Galen immediately followed and attacked him. At the beginning of the action the Bonaventure unfortunately took fire, and blew up. The Leopard, Appleton's ship, maintained an unequal conflict of five hours with two of the enemy's vessels, and had nearly beaten them off when the Dutch admiral bore down to their assistance; but being grappled by a fire-ship, which had been sent by Badily, he again retired. Another ship, whose commander was more daring than the admiral, coming to their support, the gallant Appleton proposed to blow up his ship; but as his officers refused their assent to such a measure, he was under the painful necessity of submitting. The Pilgrim shared the same fate; and the Levant Merchant was likewise taken, after driving on shore one of the enemy's ships. The Sampson, after an obstinate conflict with Van Tromp, was burned by a fire-ship. The Mary escaped, and joined Commodore Badily's squadron. Respecting the fate of the Phœnix we have no information.

Towards the end of the year, Blake received orders to send Captain Ball, with a detachment of 18 ships, to convoy home 22 merchantmen, which the king of Denmark had stopped at Copenhagen, under the pretence that he was apprehensive of their falling into the hands of the Dutch if they attempted to proceed. On Ball's arrival at Elsinore, the Danish monarch refused to deliver up the ships, till he should be paid certain sums of money, which he pretended were due to him from Charles I. Captain Ball, therefore, returned to England, but by the way he took 14 Dutch ships, and a man of war, which he carried into Yarmouth.

By this, and other detachments for the protection of trade, Blake had weakened himself so much, that he had only 37 sail of men of war remaining in the Downs. In this situation, Van Tromp, who had again been appointed to the command of the Dutch fleet, resolved to attack him. He accordingly put to sea with 77 ships of war, and sailed away to the back of the Goodwin Sands, near the place where he had fought before. Blake, receiving intelligence of this, called a council of war, in which it was resolved to fight, though at such a great disadvantage. The battle commenced on the 29th of November, at eleven in the morning, and continued till six in the evening. Blake in the Triumph, and his seconds, the Victory and Vanguard, were engaged at one time with twenty of the enemy's best ships. Captains Akson and Battin, of the Garland and Bonaventure, formed the design of boarding and taking Van Tromp. They accordingly bore down upon him, and, with unparalleled intrepidity, put the former part of their project in execution, killed his secretary and purser by his side, and made a dreadful carnage among his crew.

The Dutch vice-admiral, Evertzen, observing the danger to which his commander was exposed, hastened to his assistance, and saved him from destruction. The gallant Akson and Batten, having lost the greatest part of their men, were overpowered by numbers; the former was killed, and their ships fell a hard-earned prize into the hands of the enemy. During this conflict Blake bore down to the relief of the Garland and Bonaventure; but was himself attacked and boarded by some of the enemy's largest ships, and lost his top-mast. Had not the English admiral been resolutely supported by the Vanguard and Sapphire, it is probable he would, on this occasion, have terminated his career of glory. Three ships were sunk, a small frigate was burned, and the rest of the fleet miserably shattered and disabled. At night Blake drew off his ships from a conflict, which it would have been madness to continue with such a superior force, and retired into the Thames. The Dutch had no reason to exult at an advantage so inconsiderable, and so dearly purchased; one of their flag-ships being blown up, and the other two greatly damaged, besides which their loss in men was very great. Such, however, was the vanity of their commander, that he paraded with a broom at his main-top-gallant mast-head, by which he intimated that he had swept the Channel of the English ships.

The Parliament was far from being discouraged by this reverse of fortune, which only inspired them with a desire of avenging the honor of the British navy. They appointed Blake, Deane, and Monk, to the command of the fleet, offered a bounty to seamen, and increased their wages from twenty to twenty-four shillings per month. These measures had such an effect,

that in six weeks a fleet of sixty men of war was ready for sea. They set sail from Queensborough on the 8th of February, and proceeded down the Channel, where they were joined by twenty more from Portsmouth, to wait the arrival of Van Tromp with an homeward-bound convoy.

On the 18th they discovered the Dutch fleet standing up the Channel, off Cape la Hogue; it consisted of no less than 70 sail of men of war, and 300 merchantmen. Blake, with twelve ships, immediately bore down upon the Dutch, and attacked them. The battle began about eight in the morning. The English Admiral, in the Triumph, distinguished himself by his accustomed boldness and intrepidity, and was nobly supported by the Fairfax, Captain Lawson, and the Vanguard, Captain Mildmay. Before the rest of the fleet could come up, these vessels were considerably damaged; the Triumph in particular was miserably shattered. Blake lost the Captain of his own ship, a brave and active officer, whose name was Ball, Mr. Sparrow, his secretary, and above one hundred seamen. Among the wounded was the admiral himself, who received a ball in his thigh. The Fairfax was an equal sufferer with the Triumph, and on board the Vanguard, Captain Mildmay, who on a former occasion had taken a Dutch vice-admiral, was killed. The Prosperous, of 44 guns was boarded and taken by De Ruyter, who, in his turn, was near being carried in the same manner by another English ship, and while he was thus engaged, the Merlin frigate retook his prize, the Prosperous. Thus the action continued with great fury till night, when the Dutch retreated with the loss of seven men of war, one of which was blown up, and the

others sunk or taken. The dreadful carnage on board those which fell into the hands of the English presented a horrid spectacle to the conquerors.

During the night the necessary preparations were made for renewing the fight. The English, having set their wounded men on shore at Portsmouth, went again in pursuit of the enemy, whom they overtook, about three in the afternoon, off the Isle of Wight. Van Tromp, wishing to avoid a close engagement, drew up his fleet in the form of a crescent round the convoy, and thus kept up a retreating fight towards Boulogne; but his line was at length forced, and completely broken, by the English. De Ruyter's ship was so disabled that she was obliged to be towed, and the merchantmen, perceiving the inability of the men of war to protect them, began to fly in every direction. The action, during which 8 men of war, and several merchantmen, were taken by the English, did not terminate with the day, for the conquerors continued the pursuit, and frequent skirmishes took place during the night.

On the morning of the 20th, the Dutch, being near Boulogne, were again attacked with incredible fury. Three men of war were taken by Captains Lawson, Martin, and Graves, and several of their merchantmen were picked up by Admiral Penn. The engagement lasted til' four in the afternoon, when the enemy sought shelter among the sands off Calais, and the English, not chusing to risk their large ships among the shoals, desisted from the pursuit.

In these three engagements the Dutch lost 11 men of war, thirty merchant vessels, and, by their own account, 1500 men. The number of the killed on board the English fleet was nearly equal to that of the enemy;

Blake, in order better to man the ships, having taken on board some regiments of soldiers, who were employed as marines. The victors in these several obstinate conflicts lost but one ship, the Sampson, which, being too much disabled to reach any port, was sunk by order of her commander, Captain Batten.

Towards the end of April, Blake, with his colleagues, Deane and Monk, stood over to the Dutch coast with a fleet of 100 sail. The enemy, upon their arrival, retired to the Texel, where they were blocked up for some time by Deane and Monk, while Blake sailed northward. Van Tromp in the mean time got out of the Texel, and convoyed a large fleet of merchantmen north about. He was pursued by the English as high as Aberdeen, but was so fortunate as to escape them both going and returning: upon which he ventured into the Downs, made several prizes, and even proceeded to batter Dover castle. This scene of triumph was, however, of short duration; for intelligence being brought to the English fleet, then lying in Yarmouth roads, that the Dutch had been seen off the coast, orders were immediately given to weigh and to go in quest of the enemy. The Dutch fleet consisted of 98 men of war, and six fire-ships, under the command of Van Tromp, De Ruyter, De Wit, and Evertzen. The English force was not much inferior to that of the enemy, being composed of 95 sail of men of war, and five fire-ships, and commanded by the admirals Monk, Deane, Penn, and Lawson.

On the 3d of June the hostile fleets met off the North Foreland, and both being eager to decide the dispute, about eleven o'clock in the morning a general engagement commenced. The brave Admiral

Deane was killed by one of the first broadsides, but Monk, who was in the same ship, covered his body with his cloak, lest the fate of their commander should depress the courage of his men. Rear-admiral Lawson, with the blue squadron, broke through the enemy, and charged De Ruyter's division with such impetuosity, that the Dutch admiral himself must have been taken or sunk, had he not been seasonably relieved by Van Tromp, who attacked Lawson so furiously, that he was obliged to sheer off, but not till he had sunk one of the enemy's forty-two gun ships. The action continued with unabated fury till three in the afternoon; the Dutch were then thrown into confusion, and kept a running fight till nine, when one of their largest ships, commanded by Cornelius Van Velson, blew up. This disaster augmented the consternation of the enemy, so that in spite of all Van Tromp's exertions to compel his ships to keep the line, they continued to retreat towards the coast of Flanders. In the night the English fleet was reinforced by the arrival of Blake with 18 ships.

The next morning Van Tromp would willingly have declined another engagement with an enemy now so much superior in force, and already victorious. The same reasons rendered the English the more desirous of renewing the fight; and coming up with the Dutch fleet, off Nieuport, about eight, the battle commenced with the utmost fury, and continued for four hours. Van Tromp was twice boarded by Vice-admiral Penn, who would have taken the Dutch commander, had not De Witt and De Ruyter very opportunely come to his assistance. At length the enemy, being closely pressed on every side, were completely routed, and sought shel-

ter among the flats near Nieuport, whence with great difficulty they reached Zealand. In this action the Dutch lost 19 ships. Of these, 6 were sunk, and two blown up; eleven, with 1350 prisoners, among whom were 6 captains, fell into the hands of the conquerors. On the part of the English not one ship was lost. Besides General Deane and one captain, about 200, or according to Whitlelock only 126 men, were killed, and nearly the same number wounded.

The English navy at this time consisted of 204 men of war of all sizes, and was manned by about 35,000 seamen.

After the last signal victory, the Dutch again had recourse to negotiation, but without success. The States, therefore, labored with the utmost diligence to repair their loss, and to equip another fleet. They advanced the wages of seamen, promised a handsome reward for the capture of every English ship, in proportion to the rank of her commander, and decreed gratuities to those who should be maimed in the service of their country. By these means they had fitted out a formidable fleet by the end of July. The command of it was given to Van Tromp, who burned with the desire of wiping away the disgrace of his former defeats.

Though inferior in strength to the English, Van Tromp hoisted sail in the morning of the 29th of July, and bore down upon them as they lay off the Texel. The engagement lasted till night without any sensible advantage on either side. The next morning the Dutch admiral, being reinforced by twenty-seven ships, renewed the fight, and during that whole day, as on the preceding, victory continued in suspense. Van Tromp, resolving to conquer or die, again attacked the English

on the 31st, when a fiercer engagement ensued than any yet fought between these rival republics. In the early part of the action the Dutch fire-ships had nearly decided the fate of the day; many of the English ships, particularly the Triumph, being in imminent danger of destruction. De Ruyter's ship was attacked by Admiral Lawson with such fury, that great part of his crew were either killed or wounded, and the vessel so much disabled, that she was obliged to be towed out of the line. Her gallant commander went on board another ship, where he continued the fight with the greatest obstinacy. The action was supported with the utmost bravery on both sides upwards of six hours, when Van Tromp was shot through the heart with a musket-ball, while he stood upon deck encouraging his men with the most heroic ardor. His death decided the fortune of the day; it struck such a damp upon the spirits of his men, that the fleet was thrown into confusion and fled. The enemy, who had five flags flying at the commencement of the fight, retreated with only one, and at night the shattered remains of their fleet reached the Texel. Thirty Dutch ships were sunk or taken, and 5000 seamen perished in this action. Among the prisoners were Vice-admiral Evertzen and five captains. It is asserted by some writers, that Monk had ordered his captains neither to give nor to take quarter, so that no ships were taken, but twenty-seven sunk. To account for the prisoners, they add, that these orders were not strickly complied with, but that 1200 Dutchmen were taken out of the sea while their ships were sinking.

The loss of the English, though severe, was inconsiderable when compared with that of the enemy. Two

of their ships were sunk; six captains and about 500 seamen were killed, and 7000 wounded. Many of the ships were dreadfully disabled, so that they could scarcely be kept afloat till they reached England. To reward the valor of the commanders, the Parliament voted, that gold chains should be presented to Admirals Monk, Blake, Penn, and Lawson, and medals to all the captains.

The Dutch discouraged by these repeated disasters, and finding themselves unable to cope with England, sued for peace, which was concluded on the 4th of April, 1654. One of the articles of this treaty was:

"That the ships of the Dutch, as well ships of war as others, meeting any of the ships of war of the English commonwealth in the British seas, shall strike their flags and lower their topsail, in such manner as hath ever been at any time heretofore practised under any form of government."

This is the first instance of England's establishing the right of the flag by a formal treaty.

Thus ended a war which had been conducted with the greatest obstinacy on both sides, and in which the provinces of Holland and Zealand alone are said to have lost 1500 ships, which fell into the hands of the English.

Cromwell, who had now assumed the title of protector, was, by the peace with Holland, left at liberty to call to account those princes and states in the Mediterranean, by whom the commerce of England had been injured or insulted. Accordingly, in the month of November, 1654, Blake was dispatched with a strong fleet to the Mediterranean to support the honor of the English flag, and to procure satisfaction for any injuries

that might have been done to our merchants. In the beginning of December Blake came to an anchor in the road of Cadiz, where he was treated with the greatest respect; a Dutch admiral, who happened to be there, struck his flag, and would not hoist it while the English commander remained in that port. He then proceeded to Algiers, and insisted on the restoration of the ships and subjects of England, which had been taken by vessels belonging to that place. This demand the Dey of Algiers immediately complied with; on which Blake repaired to Tunis to make the same requisition. The Dey of Tunis relying upon the strength of the place, which he had taken extraordinary pains to fortify, returned a haughty and contemptuous answer to the message of the English admiral. "Here," said he, "are our castles of Goletta and Porto Ferino; do your worst. Do you think we fear your fleet?" Of this reply, Blake, who never suffered himself to be trifled with, soon gave the Tunisian reason to repent. After a short consultation with his officers, the English admiral immediately entered the bay. The batteries raised along the shore, the castle, and several smaller forts, were soon reduced to a defenceless state by the fire of the English. The admiral then ordered the captain of each ship to man his long boat with choice men, to enter the harbor, and set fire to the pirates' ships. This service was executed with equal intrepidity and success; 9 ships were burned, while the English in this daring enterprize had only 25 men killed, and 48 wounded.

The fleet then set sail for Tripoli, the Dey of which readily submitted to such terms as the English commander thought proper to impose. He then returned to Tunis, where he concluded a peace with the Dey,

whom he obliged to deliver up all the English and Dutch slaves in his possession.

Before he returned home, Blake demanded satisfaction of the Grand Duke of Tuscany, for his conduct to the English in the affair of the Phœnix, at Leghorn, and obliged that prince to purchase peace at the price of 60,000l. Leti, in his life of Cromwell, says, that he sent home 16 ships laden with the effects he had received from other states for satisfaction and damages, making those pay in kind who were unable to raise specie.

While Blake was thus employed in the Mediterranean, Cromwell, who had resolved upon a war with Spain, dispatched a fleet under the command of Penn and Venables to the West Indies. The object of this expedition was the conquest of St. Domingo; but, failing in that point, it was resolved to proceed to the island of Jamaica, which fell an easy conquest to the English forces.

Not content with harassing Spain in her colonial establishments, Cromwell resolved to annoy the European possessions of that power. Accordingly Admirals Blake and Montague, (afterwards Earl of Sandwich) were sent, in 1656, with forty men of war to cruize before Cadiz, for the purpose of intercepting the expected Plate-fleet. After blocking up the port for several months, finding themselves in want of water, the English admirals quitted their station, and steered for the coast of Portugal, leaving Captain Stainer with seven frigates to look after the enemy. The Spanish fleet soon afterwards made its appearance, and was pursued by Captain Stainer with three ships, the others being prevented by stormy weather from coming up. He,

however, attacked them with such impetuosity with only the Speaker, Bridgewater, and Plymouth, that he took four of their ships, richly laden; among which were the vice and rear-admiral; two were sunk, and the other two escaped. One of the galleons that sunk had taken fire during the action; on board of her were the Viceroy of Peru, with his wife and daughter, who perished on the occasion. These prizes, together with the prisoners, were, on the return of the fleet, sent to England under the care of Montague, while Blake continued cruising off the Spanish coast.

Being informed in April, 1657, that another Plate-fleet had put into Santa Cruz, in the island of Teneriffe, he immediately sailed thither, and arrived before the town on the 20th of that month. The Spanish governor, who had received intelligence of his design, had made the most judicious preparations for a vigorous defence. The galleons, six in number, and ten other vessels, were lying in the port, before which a boom was moored. The harbor was strongly fortified, having on the north, a large castle well supplied with artillery, and seven forts united by a line of communication. So confident was the Spanish governor in the strength of the place, and the dispositions he had made for Blake's reception, that when the master of a Dutch merchantman, apprehensive of receiving some injury in the attack that was about to commence, requested permission to leave the port, the haughty Spaniard replied, "Get you gone if you will, and let Blake come if he dare!"

Undaunted by the difficulty of the enterprize, the English admiral, perceiving that it would be impossible to bring off the enemy's ships, resolved, at least, to des-

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troy them. Captain Stayner was ordered to commence the attack with a detachment of the squadron. In spite of a heavy fire that was maintained by the castle and forts, he forced a passage into the harbor, and was soon followed by Blake, who placed other vessels to cannonade the batteries on shore, which were at length silenced. The Spaniards made a brave resistance for four hours, when they were driven from their ships, which were boarded and set on fire by the English. Having accomplished this perilous undertaking, the wind, which had before been favorable to their entrance into the bay, shifted and carried the fleet safely to sea, notwithstanding the fire kept up by the Spaniards from the castle. The loss sustained by the English on this occasion, did not exceed 200 men killed and wounded; but that of the enemy, both on board and on shore, was very great. Not one of their ships escaped. "The whole nation," says Clarendon, "thought this affair so miraculous, that all who knew the place wondered that any sober men, with what courage soever endued, would have undertaken it; and they could hardly persuade themselves to believe what they had done; while the Spaniards comforted themselves with the belief that they were devils, and not men, who destroyed them in such a manner."

When the news of this glorious success reached England, the Parliament ordered a public thanksgiving, and directed a ring worth five hundred pounds to be presented to Blake. Captain Stayner was knighted, one hundred pounds was given to the captain who brought the intelligence, and the thanks of the house were voted to the officers and seamen.

This atchievement closed the brilliant career of Blake

who, finding his health rapidly declining, resolved, if possible, to return home. He accordingly sailed for England, and during the voyage frequently expressed an earnest wish that he might live to see his native country. That satisfaction was, however, denied him, for he expired on board his ship, the St. George, on the 17th of August, just as the fleet was entering Plymouth Sound.

"Blake," says Lord Clarendon, "was the first man who brought ships to contemn castles on shore, which had ever been thought very formidable, and were discovered by him to make a noise only, and to frighten those who could rarely be hurt by them. He was the first that infused that portion of courage into the seamen, by making them see, by experience, what mighty things they could do if they were resolved, and taught them to fight in fire, as well as upon water; and although he has been very well imitated and followed, he was the first who gave the example of that kind of naval courage, and bold and resolute atchievement."—To his professional ability Blake added an invincible love to his country, whose interest he preferred to every other consideration. He had from principle attached himself to the cause of the Parliament, and when Cromwell assumed the supreme power, Blake, though he highly disapproved his conduct, declared, that, whatever happened at home, he would not suffer his country to endure insults and injuries from abroad. He possessed incorruptible integrity, was pious without affectation, and liberal to the utmost extent of his fortune. His officers he treated with the familiarity of friends, and to his sailors he was really a parent.—While he was once lying at Malaga, some of his men, being on shore, ridiculed the host as it passed them in the street. The

people, at the instigation of the priest, revenged the insult by severely beating the English sailors. The latter returning on board, complained of the outrage to the admiral, who immediately dispatched a messenger to the governor, demanding that the priest should be delivered up. The governor replied, that he had no power over the church, and could not send him. This answer was not likely to satisfy a man of Blake's disposition; he dispatched a second messenger to inform the governor, that he would not enter into the question, who had power to send the priest, but, if he was not sent in three hours, he would destroy the town. The Spaniards, alarmed at this threat, prevailed on the governor to deliver up the priest, who, to excuse his conduct, represented to the admiral the unbecoming behavior of the sailors. To this Blake, with the utmost calmness and composure, replied, that if he had complained to him of the insult, the men should have been punished severely; he would not suffer any of them to affront the established religion of any place at which he touched; but he blamed him for instigating a mob of Spaniards to beat them, adding, that he would make him and the whole world know, that none but an Englishman should chastise an Englishman.

HISTORY OF THE WARS WITH HOLLAND,

And other Naval Transactions between the Years 1660 AND 1685.

Establishment of the Navy Board—Expedition against Algiers—War with the Dutch—Engagement off Lowestoffe—Engagement off the Coast of Flanders—Engagement off the North Foreland—Destruction of a fleet of Merchantmen, and the Magazines in the Islands of Vlie and Schelling—The Dutch sail up the Thames—Peace concluded—Action in the West Indies—Spragge destroys the Ships of the Algerines—War again declared against the Dutch—Battle of Solebay—Engagements near the Dutch Coast—Peace with Holland—Sir John Narborough destroys the ships of the Tripolines.

UPON the restoration of King Charles II. in 1660, the navy board, which had undergone a variety of changes, was permanently established by a commission under the great seal. It was to consist of a comptroller, surveyor, treasurer, clerk of the navy, and three commissioners over different departments, with the title of commissioners of his Majesty's navy. The salary of each was fixed at 500l. per annum.

The Algerines having violated the treaty concluded with Blake, a fleet was dispatched under the Earl of Sandwich to chastise those pirates. On the 29th of July, 1661, the squadron appeared before Algiers, and the English admiral sent Captain Spragge with the king's letter, and another from himself to the dey, who treat-

ed them with contempt, and made preparations for a vigorous resistance. The Earl of Sandwich, however, resolved to make an attempt to burn the ships in the harbor; buf the wind proving contrary, he was obliged to relinquish his design, after a violent cannonade on both sides, in which the town sustained considerable injury. Admiral Lawson being left with a squadron to block up the port, performed that service so effectually, that the Algerines were obliged to sue for peace.

In 1662, a judge advocate was first appointed to the fleet, and a salary attached to that office. In the year following an established number of seamen was fixed for each ship of war according to her rate, and servants were first allowed to the captains and officers in the royal navy.

In 1664, an allowance of table money was first made to officers in the royal navy, and the same year is remarkable for the appointment of a surgeon-general to the fleet.

The king being determined, for what reason we cannot presume to decide, to make war upon the Dutch, Sir Robert Holms was dispatched in May, 1664, to attack the settlements belonging to that nation in Africa. Here he made himself master of their establishments in the vicinity of Cape Verd, and likewise those on the Coast of Guinea, but they did not remain long in the hands of the English, being soon afterwards retaken by De Ruyter.

No declaration of war had yet been published; Charles, however, ordered a powerful fleet to be equipped, which put to sea under the command of his brother, the Duke of York, as high-admiral; and in No-

vember fell in with the Dutch fleet from Bourdeaux. This convoy, to the number of 130 ships, he took and brought to England, where, in defiance of the law of nations, they were condemned as legal prize.

Sir Thomas Allen, cruising near Cadiz, about the same time, fell in with the Dutch convoy from Smyrna, escorted by Commodore Brackel, who, though far inferior in force, boldly endeavored to protect his charge. He was himself killed in the action, and some of the richest of the merchant ships were taken by the English.

The Dutch now began to make vigorous preparations for war, which being declared by both sides early in 1665, the Duke of York sailed with the English fleet in May, and appeared off the coast of Holland before the Dutch were ready to put to sea. He cruised a fortnight near the Texel, to prevent the fleet of Holland from joining that of Zealand; and in the interval took several homeward bound ships which had not been informed of the war. He then quitted his station, with the intention of intercepting De Ruyter, who had been harassing the English settlements in America; but, being in want of provisions, he retired with his fleet to Harwich, leaving a few frigates to cruize in the Channel, and to bring him intelligence of the enemy.

ENGAGEMENT OFF LOWESTOFFE.

In the mean time the Dutch squadrons, having effected a junction, formed a fleet of 121 men of war, besides fire-ships, under the command of Opdam de Wassenaer, Cortenaer, Evertzen, and Cornelius Van Tromp. After passing the Dogger Bank, the Dutch admiral detached a squadron to lie in wait for the Eng-

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lish Hamburgh fleet, consisting of 9 merchant ships, under convoy of a frigate, which fell into the hands of the enemy.

Irritated at this loss, the Duke of York sailed on the 11th of June from Solebay. His fleet consisted of 114 sail of men of war, and 28 fire-ships, manned with 22,000 seamen and soldiers. This formidable fleet was divided into three squadrons; the first, under the red flag, was commanded by the duke himself, with the admirals Penn and Lawson; the white squadron, by Prince Rupert, Minnes, and Sampson; and the blue, by the Earl of Sandwich, Cuttings, and Sir George Aysoue.

On the same day the enemy's fleet was discovered off Harwich, formed into seven squadrons, composed of 103 men of war, and 17 yachts and fire ships. The Dutch having the advantage of the wind, retreated before the English fleet to the mouth of the Meuse. Their admiral acquainted the States by an express with the reason of his retreat; but this being deemed unsatisfactory, he was ordered immediately to put to sea, and to fight at all events. This order was too peremptory to be disobeyed. Opdam, having called a council of war, and finding that the general opinion concurred with his own, said to his officers, "I am entirely of your sentiments, but here are my orders. To-morrow my head shall be bound either with laurel or with cypress." He accordingly weighed anchor at day-break of the 3d of June, and in an hour discovered the English fleet. The engagement began about three in the morning, off Lowestoffe, and continued with great fury, but without any remarkable advantage to either side, till noon, when the Earl of Sandwich forcing through the centre of the

Dutch line, threw their fleet into such confusion, that they never recovered, The Duke of York, in the Royal Charles of 80 guns, was, for some hours, closely engaged with Opdam, in the Endracht, of the same force. The Earl of Falmouth, Lord Muskerry, Mr. Boyle, together with some of the duke's attendants, were killed by his side, and the prince himself was wounded in the hand by a splinter of Mr. Boyle's skull. In the midst of the action the Dutch admiral blew up, and out of 500 men, among whom were a great number of volunteers of the most distinguished families in Holland, only five were saved.

This fatal accident increased the confusion of the enemy, so that soon afterwards four of their ships of 60 to 40 guns ran foul of each other, and were destroyed by a fire ship; and three still larger, in a short time, shared the same fate. The Orange, of 74 guns, being disabled by the Mary, was likewise burned; her commander, Captain Smith, dying of his wounds soon after he was taken. Vice-admiral Cortenaer, being engaged in the Royal Catherine, received a shot in his thigh, of which he immediately expired, and Stillingwerf having, likewise, fallen, their ships bore out of the line, without striking their flag, and being followed by several others, the confusion soon became general. Van Tromp, however, with his division, gallantly continued the conflict till seven in the evening, when, finding himself deserted by the rest of the fleet, he was, likewise, obliged to retreat. The Dutch retired towards the Meuse, the Texel, and the Vlie. The duke pursued them the whole of the following day, and it is the general opinion, that, had he shewn the same ardor in this pursuit as he had done in the engagement, the

whole of the enemy's fleet must have been taken or destroyed.

This was the most signal victory yet gained by the English, and the greatest defeat experienced by the Dutch. Eighteen of their ships were taken, and fourteen sunk or burned. They had upwards of 4000 men killed, and 2000 taken prisoners, among whom were 16 captains.—The English lost only one ship; the Charity of 46 guns, which, after losing most of her men in a desperate engagement with Van Tromp, Hiddest, and Swart, was taken by a Dutch ship of 60 guns. The killed amounted to 250, and the wounded did not exceed 350. Among the former were the Admirals Sampson and Lawson, and the captains the Earls of Marlborough and Rutland.

The utmost exertions were now made by both sides to repair their ships with all possible expedition. The command of the English fleet was given to the Earl of Sandwich, as the king would not suffer his brother, who was the presumptive heir to the crown, to risk his person in another engagement. De Ruyter was appointed by the States to succeed Opdam, and was ordered to return home immediately with his squadron, consisting of 17 men of war, with which he was cruising for the protection of the convoys of merchantmen whose arrival was expected. On the 5th of July, the Earl of Sandwich sailed with 60 vessels to the coast of Holland, to intercept the Dutch commander; but De Ruyter being apprized of his design, sailed round the north of Scotland, took shelter in Berghen, in Norway, and eluded the vigilance of the English squadron.

The latter end of the year was employed by the Dutch in strengthening their interest by forming al-

liances. The king of France, at the solicitation of the States, declared war against England, and by a treaty which they concluded with his Danish Majesty, that monarch engaged to maintain a fleet of 30 men of war at sea, for the service of the allies.

ENGAGEMENT OFF THE COAST OF FLANDERS.

Such was the situation of affairs at the commencement of 1666. The English fleet was, this year, commanded by Prince Rupert and the Duke of Albemarle. The former had orders to sail in quest of the French fleet, consisting of 36 ships, under the Duke of Beaufort, and to prevent his joining the Dutch. The English fleet, remaining in the Downs, was composed of 60 sail of the line, besides frigates and fire-ships; that of the States consisted of 71 ships of the line, 12 frigates, and 21 fire-ships and yachts, carrying 4714 guns and upwards of 22,000 men, under the command of De Ruyter, Evertzen, and Van Tromp.

With this powerful force they came to an anchor between Dunkirk and Nieuport, when, on the 1st of June, the Duke of Albermarle bore down upon them with a favorable wind, on which the Dutch cut their cables, and put themselves in a posture of defence. The action immediately commenced with such a violent gale, that the English were unable to use their lower tier of guns. The engagement was maintained with great fury on both sides, till night parted the combatants. De Ruyter's and Van Tromp's ships were so disabled, that they were obliged to shift their flags. Another ship, in which was Admiral Staghouwer, took fire and blew up, and Admiral Evertzen was killed.—Sir William Berkeley, who led the van of the English, in the Swiftsure, a se-

cond rate, was cut off from the line, and attacked on all sides by the enemy. Though his ship was disabled, and great numbers of his men killed, he continued almost alone upon deck, with his own hand killed several of the enemy, who boarded his ship, and refused to accept of quarter, till, at length, being shot in the throat with a musket-ball, he retired into the cabin, where he was found dead, extended at full length on a table, and almost covered with his blood. The Swiftsure fell a dear bought prize into the hands of the enemy. Sir Christopher Minnes, having received a ball in his throat would not be persuaded to have it bound up, or to leave the quarter-deck, but for about half an hour held his fingers to the wound, to stop the effusion of blood, till another ball entered his neck and killed him. Sir John Harman, likewise, distinguished himself greatly by his intrepid conduct. He commanded the Henry, which being assailed on all sides by the Zealand squadron, and much disabled, was grappled by a fire-ship; but was delivered from that imminent danger by the desperate resolution of the boatswain, who leaped into the fire-ship, disentangled the iron, and recovered his own vessel. A second fire ship was then dispatched with better success. The Henry was soon in flames, and her crew, to escape being burned, began to leap overboard, but Sir John rushing among them with his drawn sword, threatened those with immediate death who should refuse their aid to free the ship and extinguish the flames. This menace produced the desired effect: the men were recalled to their duty, and, animated by the conduct of their commander, they, at length, by their united exertions, succeeded in extinguishing the flames; but the cordage being burned, one of the yards fell upon Sir John, and broke his

his leg. The enemy, who were witnesses of this accident, now dispatched a third fire-ship, which was sunk by the Henry before she could approach. The Dutch Vice-Admiral Evertzen upon this offered him quarter, to which the gallant Englishman replied: "No, Sir, it is not come to that yet!" The next broadside killed the Dutch commander, which so discouraged the enemy, that they left him. He then bore away for Harwich, where he repaired his ship with all possible expedition, and rejoined the fleet, but not in time to share in the subsequent actions.

In the morning of the 22nd, a council of war was held on board the English fleet, in which the Duke of Albemarle gave his opinion in the following words: "If we had dreaded the numbers of our enemies, we should have fled yesterday; but though we are inferior to them in ships, we are in all things else superior. Force gives them courage. Let us, if we need it, borrow resolution from the thoughts of what we have already performed. Let the enemy feel, that though our fleet be divided, our spirit is entire. At the worst, it will be more honorable to die bravely here on our own element, than to be made spectacles to the Dutch. To be overcome is the fortune of war, but to fly is the fashion of cowards. Let us teach the world, that Englishmen would rather be acquainted with death than with fear."

The battle was, therefore, renewed at day-break with increased fury, and was continued for some hours, till a calm obliged both fleets to lie to, till noon. A breeze springing up, the battle began again, and was maintained with the utmost obstinacy. Van Tromp was once more obliged to shift his flag, and he

together with Admiral Van der Hulst, rashly pushing in among the English fleet, the latter was killed by a musket shot. De Ruyter perceiving the imminent danger to which Van Tromp was exposed, bore down with unparalleled bravery to his assistance, and brought him off. The Dutch, towards evening, were reinforced by 16 ships, which gave them such a superiority, that the Duke of Albemarle found it necessary to retreat with the loss of three ships, which, being disabled, were set on fire by the English themselves. The enemy, this day, lost the same number of ships, which were burned.

In the morning of the 3d, the Duke of Albemarle, finding that he had only 28 ships fit for service, still continued to retreat before the much superior force of the enemy; but, in the afternoon, a fleet was discovered to the southward, which the duke soon perceived to be Prince Rupert's squadron hastening to his assistance. The admiral instantly hauled to the wind, the more readily to effect a junction, when Sir George Ayscue, in the Royal Prince, unfortunately striking on the sand called the Galloper, his ship was burned by the Dutch, and himself and the crew made prisoners. The English squadrons having joined, the two admirals immediately stood towards the enemy, but night arrived before they were able to come up with them.

At eight in the morning of the fourth, the hostile fleets again met to decide this protracted contest. The enemy were almost out of sight, but being pursued and overtaken, a more furious engagement commenced than any of the preceding. Both parties exhibited proofs of the highest courage and conduct. One of the Dutch

ships, commanded by Captain Uytenhoff, was burned, and those of Van Tromp and Sweers being totally disabled, were towed out of the line. The Dom Van Uytrecht struck to the duke, but was relieved by the gallantry of the Dutch admiral. In this day's engagement, two or three of the English were taken, and several others sustained considerable damage. The action continued till seven in the evening, when a thick fog put an end to this bloody conflict, and the hostile fleets returned to their own coast, each claiming the glory of a victory.

On no point are writers more at variance, than on the loss of the rival powers on this occasion. From the most creditable authority, however, it appears that on board the English fleet, between 5 and 6000 men were killed and wounded, and that they lost 16 men of war, ten of which were sunk and six taken. The Dutch historians acknowledge the loss of nine ships, and that a prodigious slaughter was made in the republican fleet; while our historians increase the number to 15 ships, 21 captains, and 5000 men.

The best testimony of the bravery with which the English fought on this occasion, is that of their professed enemy, the Pensionary de Witt, who said, that if the English were beaten, their defeat did them more honor than their former victories; adding, that he was convinced neither the fleet of his own nation, nor of any other, could have been brought into action so many days successively, after the disadvantages of the first; and the Dutch had only discovered, that Englishmen might be killed, and English ships burned, but that English courage was invincible.

ENGAGEMENT OFF THE NORTH FORELAND.

The two fleets having soon repaired their damages, again put to sea. That of the English, consisting of 80 men of war and 19 fire-ships, was, as usual, divided into three squadrons, the red being commanded by Prince Rupert, and the Duke of Albermarle, who were both in one ship, vice-admiral Sir Joseph Jordan, and rear-admiral Sir Thomas Holmes; the white by Sir Thomas Allen, vice-admiral Sir Thomas Tyddeman, and rear-admiral Herbert; and the blue by Sir Jeremy Smith, vice-admiral Sir Edward Spragge, and rear-admiral Kempthorne.—The Dutch fleet composed of 88 men of war, and about 10 fire-ships, was likewise divided into three grand squadrons, which were commanded by De Ruyter, John Evertzen, (brother to the admiral of that name who fell in the late engagement) and Van Tromp.

On the 25th of July, the English discovered the enemy's fleet off the North Foreland, and immediately bore down upon them. Sir Thomas Allen, with the white squadron, began the engagement about noon, by attacking the enemy's van with such fury, that he entirely routed and put it to flight, after having killed the Admirals Evertzen, De Vries, and Koenders. The Zealand, Vice-Admiral Blankert, and the Sneck, a fifty-gun ship, were taken and burned by the English.

About one, Prince Rupert and the Duke of Albemarle, with the red squadron, made a furious attack on De Ruyter's division, who received them so warmly that, after engaging him three hours, their ship was quite disabled, and they were obliged to shift their flag

on board another. Perceiving the success of Admiral Allen, they now attacked De Ruyter with redoubled fury, and engaged him ship to ship. A Dutch fire-ship was sunk, and another burned by the English; and the Guelderland of 66 guns was disabled. At length, the Captains Nyhof and Hogenhoeck being mortally wounded, and Maximilian killed, several of De Ruyter's squadron, discouraged by these losses, betook themselves to flight. His vice-admiral, Van Ness, alone stood by him; so that, being, at last, deserted by all but eight or nine ships, and overpowered by numbers, the gallant De Ruyter found himself under the necessity of retreating.

In the mean time Van Tromp was closely engaged with the blue squadron, which, after a long conflict, gave way. By an unpardonable error, Van Tromp suffered himself to be drawn to such a distance in pursuit of the flying ships, that his squadron, which was the strongest, was unable to afford any assistance to those of Evertzen and De Ruyter, either on this or the following day.

The next morning, the Dutch fleet was perceived retreating in great disorder. It was pursued with part of the red squadron by the English commander, who attacked De Ruyter with the greatest fury, That gallant officer, mortified at being obliged to retreat before the English, is said to have exclaimed: "My God! how unfortunate am I! Among so many thousand bullets, is there not one to put an end to my miserable life!" He was solicited by his son-in-law, De Witt, to bring to, and sell his life as dearly as possible; but this advice, though congenial to his intrepid spirit, he rejected, thinking it more to his country's interest to save, if possible, the re-

mainder of the fleet; with which he, at length, reached the shallows on the Dutch coast, whither the English commanders did not deem it prudent to pursue him.

The victory was a proud one for the navy of England. The loss of the enemy was very great; 20 of their ships were sunk or burned; 4 admirals, several captains, and 4000 seamen were killed, and upwards of 300 wounded.—The English lost but one ship, the Resolution, and about 300 men.

The English fleet having sustained but little injury in the late engagement, continued cruizing near the Dutch coast, when the commanders were informed, that a great number of merchantmen, richly laden, were collected between the islands Vlie and Schelling, on which, likewise, were situated magazines filled with stores and merchandize. On this intelligence, they detached a small squadron, consisting of 9 frigates, 5 fire-ships, and 7 ketches, to destroy them, under the command of Rear-Admiral Sir Thomas Holmes. On the 8th of August he came to an anchor before Vlie, but the wind being unfavorable, he was prevented from attacking the enemy till the following day. The Dutch force consisted of two men of war and 170 merchant-ships, several of which were armed for war. The former, together with the three largest merchantmen, which had flags at their main-tops, were soon destroyed by the fire-ships. The whole fleet was now thrown into the utmost confusion, of which the rear-admiral did not fail to take advantage; therefore, manning his boats, he entered the harbor, ordering his men to

destroy all they could, but strictly enjoining them not to plunder. This command was so well executed, that only nine ships escaped, the rest being all burned. The day following the admiral landed with a body of troops, destroyed the magazine, where he found a considerable booty, and set fire to the town of Brandaris. This service was effected with the loss of a few pinnances and fire-ships, six men killed, and as many wounded; while that of the Dutch was computed to amount to 1,200,000l. sterling.

In 1666, an addition of 50 men was made to the complement of an admiral's ship, 20 to a vice-admiral's, and 10 to that of a rear-admiral. The first instance, likewise, occurs in this year, of gratuities to captains who had been wounded in battle.

At the beginning of the year 1667, proposals for peace were made to the king by the States. Charles raised some objections against the terms; but conceiving himself able to conclude a peace whenever he pleased, he laid up his ships, thinking it a needless expence to maintain such a powerful navy as he had done the two preceding years. Of this impolitic measure he soon had reason to repent; for the States receiving intelligence of the circumstance, and resolving to compel him to accede to their terms, fitted out a formidable fleet. It consisted of 70 men of war, and several fire-ships, with which, on the 7th June, the Admirals De Ruyter and Van Ghent arrived, without molestation, in the mouth of the Thames; on the 10th they landed at Sheerness, took the fort, and destroyed the magazine with the stores which it contained. An alarm being given, the Duke of Albemarle, to prevent the enemy from entering the Medway, sunk some vessels at the

entrance of that river, and threw a strong chain across it. The Dutch, being favored by a strong easterly wind, De Ruyter resolved to make a bold attempt to break the chain, and force his way up to Chatham. Accordingly, on the 12th he ran with great force against the chain, that it gave way, upon which, with his fire-ships he destroyed the Matthias, the Unity, and the Charles the Fifth, that had been placed to defend it. The following day the Dutch advanced, with six men of war and five fire-ships, as far as Upnor Castle, where they were so warmly received by Major Scott from the castle, and Sir Edward Spragge on the opposite shore, that their ships were much damaged, and they lost a considerable number of men. Being compelled to retreat, they, in their return, burned the Royal Oak, the Royal London, and Great James, and proceeded down the river, carrying off with them the hull of the Royal Charles, to which the English had twice set fire, to prevent that disgrace. The gallant Captain Douglass, of the Royal Oak, disdaining to quit that ship without orders, resolutely continued on board and perished with her. In this daring enterprize the Dutch lost two ships of war, which ran aground in the Medway and were burned by themselves, and according to their accounts not more than 150 men.

On leaving the Thames, De Ruyter sailed to Portsmouth, with the design of burning the ships in the harbor, but finding them too well secured, he proceeded to Torbay, where he met with no better success. He, therefore, returned to the mouth of the Thames, and being joined by Admiral Van Ness, sailed up the river as far as the Hope, where Sir Edward Spragge with a small squadron of five frigates and 17 fire-ships engaged

him with such resolution, that he was obliged to retreat with the loss of two of his ships.

In the mean time a peace being signed between the two nations, De Ruyter withdrew his fleet and proceeded to Holland.

Sir John Harmer having been sent with 12 frigates to protect the British settlements in the West Indies, arrived, in March, off St. Christophers. Hearing that two Dutch privateers, with four prizes, were lying at Guadaloupe, he sent part of his squadron to bring them off, which they effected, and afterwards landing did considerable damage. This intelligence reaching Martinique, the united French and Dutch fleets, consisting of 22 men of war, immediately put to sea, and on the 10th of May, came in sight of the English commander, who immediately attacked them. After an obstinate engagement, which continued three hours, the enemy, notwithstanding their superiority, were totally defeated, their whole fleet, excepting two ships, being either taken or destroyed.

Nothing remarkable occurred till the year 1670, when the English squadron in the Mediterranean, under Admiral Allen, being found inadequate to repress the outrages of the Algerines, Sir Edward Spragge was sent thither with a powerful fleet. Having cruized several days before Algiers, without receiving a satisfactory answer to his demands, he proceeded to the harbor of Bugia, where a considerable number of their vessels were lying. A strong boom had been thrown across the haven, but the English resolutely forced it, drove the enemy's ships on shore, and burned seven of them, mounting from 24 to 34 guns, together with three prizes. This disaster produced a tumult at Algiers, in

which the dey was murdered, and another elected, by whom a peace satisfactory to the English was concluded on the 9th of December.

In 1671, the king having again determined on a rupture with the Dutch, probably for no other reason than to supply the means of supporting his profusion and extravagance, resolved to surprize their homeward-bound Smyrna fleet, as he had formerly done that of Bourdeaux, before any declaration of war. A squadron was, accordingly equipped, and the command of it was given to Sir Robert Holmes, who had orders to cruize in Channel. On the 13th of March the Smyrna fleet was discovered, and the English immediately gave chase. The Dutch admiral refusing to pay the usual compliment of the flag, an obstinate action commenced, which continued in a kind of running fight for three days, at the end of which the Hollandia, a man of war, and five merchant-ships were taken. The others escaped, and arrived in safely in different ports of Holland.

BATTLE OF SOLEBAY.

The States, enraged at this act of unprovoked hostility, immediately declared war against England. Charles not only made the most vigorous preparations at home for prosecuting it with vigor, but, likewise, engaged the King of France to espouse his cause. Lewis promised to attack the Dutch by land, and also to assist England with his whole naval force. A squadron of 36 sail was, accordingly, sent under Count d'Etrées, which arrived on the 3d of May at Portsmouth, where it was soon joined by the English. The combined fleet consisting of 101 sail, carrying 6,018 guns, and 32,530 men, proceeded to the Downs in three divisions; the

Duke of York, as commander in chief, was in the centre with the red squadron; Count D'Etrées acting as admiral of the white; and the Earl of Sandwich commanding the blue.

The Dutch were not backward in preparing to meet the danger with which they were threatened. They had equipped and sent to sea a fleet of 75 large men of war, and 40 frigates and fire-ships. It was commanded by the famous De Ruyter, assisted by Cornelius de Witt, the pensionary's brother, as deputy from the States. The Dutch admiral having put to sea, and being informed that the combined fleet was at Solebay, in Suffolk, he, on the 28th of May, bore down upon them so unexpectedly, that many of their ships were obliged to cut their cables, that they might get out more expeditiously, and range themselves in order of battle.

Bankert, who commanded the van of the Dutch fleet, commenced the attack on the white squadron under D'Etrées, who received them with some appearance of courage, but soon sheered off, in consequence, as it is said, of secret orders from his master not to expose the French ships too much, but to leave the English and Dutch to effect their mutual destruction. In the mean time De Ruyter made a furious attack on the centre squadron, while Van Ghent engaged the blue, under the Earl of Sandwich. The Duke of York, after a most obstinate conflict of several hours with the Dutch commander, was obliged, from the disabled state of his ship, the St. Michael, to shift his flag to the Loyal London. The Earl of Sandwich, in the Royal James of 100 guns, maintained a most unequal conflict with Van Ghent's division. He was first attacked by the Great Holland, commanded by Captain

Braakel, and a fire-ship. Braakel, though inferior in force, yet depending on the assistance of his countrymen, who had the advantage of the wind, grappled the Royal James, and the Earl being ill supported by the rest of his squadron, was almost entirely surrounded by the enemy. Van Ghent was soon killed, and his ship being much disabled, sheered off. Another Dutch man of war and three fire-ships were sunk, and at length the earl succeeded in disengaging himself from Braakel's ship, after being grappled with her an hour and a half, and reducing her to a perfect wreck; the Captain himself being wounded, and two-thirds of his men killed. The earl had now, with unexampled intrepidity, defended himself for five hours, but disdaining to retreat, another Dutch fire-ship approached under cover of the enemy's smoke, boarded the Royal James on the quarter, and the ship was soon in flames. Of 1000 on board her, 600 had been killed previous to the fatal catastrophe.

The death of their admiral, and the furious attack of part of the earl's squadron, which arrived, though too late, to his assistance, threw Van Ghent's division into such confusion that it was obliged to retreat, and withdraw for some time from the engagement. This afforded Sir Joseph Jordan, who had now succeeded to the command of the blue squadron, an opportunity of uniting with the red, in order to assist the Duke of York, who being deserted by the French, had suffered considerably from the powerful attacks of the enemy's two divisions under De Ruyter and Bankert. In this conflict Cornelius Evertzen, Admiral of Zealand, was killed and De Ruyter himself was wounded, and narrowly escaped being burned by the English fire-ships. His ship was at length so completely disabled, that she w

obliged to be towed out of the line, and it was with great difficulty she afterwards reached home. Van Ghent's squadron, having by this time rallied, bore down to the relief of their commanders, and thus saved them from destruction. Towards night, great havock was made among the Dutch fire-ships, five or six of which were destroyed by one English man of war. The battle continued till nine at night, when the Dutch fleet being dreadfully shattered and disabled, were obliged to retreat; and the English, having suffered in an equal degree, were in no condition to pursue them.

In this sanguinary contest, the Dutch lost only three ships, one of which was burned, another sunk, and the the third taken. Their loss in men, is supposed to have been very great, as the publication of it was forbidden by the States.

The loss on the part of the English was rather more severe. Two of their ships were burned, three sunk, and one taken. They had about 2000 men killed and wounded; among the former were Sir Fretcheville Holles, rear-admiral, in the Cambridge; Captain Digby of the Henry; Captain Piercy of the St. George; Captain Waterworth, of the Anne; Sir John Fox of the Prince; Captain Harman of the Triumph; Lord Maidstone, Sir Philip Cartwright, Sir Charles Harbord, and many other persons of distinction. But the fate of the gallant Earl of Sandwich was particularly regretted. It is related that when his ship was on fire, the earl retired to his cabin, whether he was followed by his captain, Sir Richard Haddock, (almost the only officer that survived the loss of the Royal James) who, finding him with a handkerchief before his eyes, informed him of his danger, to which he replied, "he saw how things

went, and was resolved to perish with the ship." It is said, that on the preceding day, while the fleet was riding in Solebay, the earl, apprehensive of being surprized by the Dutch, had advised that they should weigh anchor, and get out to sea. The Duke of York, however, not only rejected this advice, but even told the earl that it was the result of fear; which is supposed to have made such a deep impression on the noble admiral's mind, as to render him careless of his life.* His body, being known by the George he had on, was taken up, a few days after the engagement, by one of the king's ketches, and carried to Harwich, whence it was removed, and solemnly interred in Westminster Abbey.

The French, notwithstanding the little share they had in the action, lost two ships, one of which was burned, and the other sunk, and among the killed was their rear-admiral, M. de la Rabiniere.

ENGAGEMENTS NEAR THE DUTCH COAST.

Nothing of importance occurred during the remainder of the year 1672; but early in 1673 the command of the English fleet was given to Prince Rupert, and on

* Though this is the account which most historians have given of the death of the Earl of Sandwich, yet the character which he uniformly exhibited, does not justify the idea that he would wantonly sacrifice a life so useful to his country. The certificate of his funeral, preserved among the archives of the Herald's College, has been adduced to corroborate a contrary opinion. It is there stated, that "he staid in his ship till the last, when he was forced to put himself to the mercy of the seas, in which he perished.

the 19th of May, it was determined in a council of war, at which the King and the Duke of York were present, to attack the Dutch fleet on their own coast, if they could not be provoked to leave it. In consequence of this resolution, the combined French and English fleets under the command of Prince Rupert, Sir Edward Spragge, and Count D'Etrées, consisting of 84 men of war, besides fire-ships, proceeded to the coast of Holland, and discovered De Ruyter, with the Dutch fleet, drawn up in a very advantageous position behind the sands of Schonevelt. On the morning of the 28th, a squadron of frigates and fire-ships was detached to draw out the enemy: this had the desired effect, for De Ruyter immediately got under sail and pursued the frigates, which led him away to their own fleet.

On this occasion, the Dutch were considerably inferior in force to the combined fleet, having no more than 70 men of war and frigates, commanded by De Ruyter, Van Tromp, and Bankert. About noon the squadron of frigates attacked Van Tromp, and Prince Rupert had been almost two hours engaged with De Ruyter, before the French squadron came into action. D'Etrées soon retreated, as he had done in the former engagement, upon which De Ruyter bore down to the assistance of Van Tromp, whom he very seasonably relieved. The Golden Lion, in which Van Tromp himself was, having above 100 men killed and wounded, and being much shattered, he was obliged to hoist his flag on board another ship; the main-mast of which being shot away, he removed to the Amsterdam, and afterwards to the Comet. His vice-admiral, Schram, was killed, as was likewise Rear-Admiral Vlag, of Bankert's squadron, with several of the captains command-

ing under them. The Jupiter was taken by Captain Legge, but was surprized and retaken by the enemy. The action was continued with great bravery till night, when Sir Edward Spragge, making a furious attack, the Dutch were obliged to retreat behind the sands.

In this encounter the English lost four captains, and had two ships entirely disabled; and the French, two men of war and five fire-ships. The loss of the Dutch was only one man of war and a few fire-ships.

The confederate fleet remained off the Dutch coast without receiving any reinforcement, or even being able, on account of a strong westerly wind, to put ashore their wounded men. On the other hand, De Ruyter, having repaired and reinforced his fleet, put to sea on the 4th of June, and immediately bore down upon the combined fleet. The engagement did not commence till about five in the evening, when Sir Edward Spragge attacked Van Tromp's division with great fury, and encountered the admiral himself, ship to ship, though he could not approach near enough to him for want of wind. He, however, shot down his flag, and made a terrible slaughter among his men. De Ruyter at first stood towards Prince Rupert's ship, as if with a design of engaging him, but, having come within musket-shot, he tacked, and bore away, from which it was concluded that he had received some considerable damage. This action, during which, the French, as usual, kept aloof, continued till ten at night, when the Dutch, though they had the weather-gage, thought fit to retreat to their own coast. It was some hours before the confederates perceived the flight of the enemy. They, however, stood after them, and continued the chase till the next morning, when

finding they had got among shoals, they desisted, and returned to the English coast. As this battle was fought at a great distance, no ships were taken or destroyed on either side, but many, especially on the part of the Dutch, were grately damaged.

The English and French fleets having refitted, returned and cruised off the coast of Holland, which they kept in a state of continual alarm. At length, the Dutch resolving not to submit any longer to these insults, De Ruyter, with a fleet of about 70 ships, put to sea, and having gained the weather-gage, bore down upon the confederates on the morning of the 11th of August, as if to force them to a battle. The latter were considerably superior in number to the Dutch, the English fleet consisting of about 60, and the French of 30 men of war and frigates. Prince Rupert placed the French in the van, and Sir Edward Spragge in the rear, while he himself occupied the centre.

De Ruyter, likewise, forming into three squadrons, prepared with his own to attack the Prince, while Van Tromp engaged Spragge with the blue squadron. Bankert, with the third division of the Dutch fleet should, according to this arrangement, have borne down upon d'Estrées, but he understood the temper of the French too well to give himself much trouble concerning them. He, therefore, contented himself with detaching eight men of war and three fire-ships to attack Rear-Admiral Martel, who alone appeared to have any design to fight; upon which the rest of his squadron, having joined De Ruyter's, fell together on Prince Rupert.

Martel being deserted, not only by the body of the

French fleet, but likewise by the ships of his own division, was attacked by five Dutch ships at once. He defended himself with the greatest intrepidity, and having disabled one of them after an action of two hours, the rest sheered off, and he rejoined the white squadron. Here he expostulated with the other captains for deserting him, upon which they told him plainly, they had orders from the admiral not to attend to his motions. On his return to France, this gallant officer was called to account for having exceeded his commission, and was actually confined in the Bastile for having behaved too well. The ships which had attacked Martel, were suffered by the French, to return unmolested to their own fleet, so that the whole force of the divisions of De Ruyter and Bankert was concentrated against Prince Rupert's squadron; Sir Edward Spragge being engaged with Van Tromp a considerable distance to the leeward. Thus surrounded on all sides, Prince Rupert behaved with such intrepidity, and by his own example so animated his men, that he cleared himself, by degrees, of his enemies, rejoined his rear-admiral, Sir John Chichely, from whom he had been separated, and bore away to the relief of the blue squadron. De Ruyter perceiving his design, ceased firing, and likewise stood to the assistance of Van Tromp, so that the hostile fleets proceeded by the side of each other, within cannon shot, but without firing. About four in the afternoon the Prince joined the blue squadron, which he found in a very shattered condition.

At the beginning of the engagement Van Tromp in the Golden Lion, and Sir Edward Spragge in the Royal Prince, fought ship to ship. The latter, after an obsti-

nate contest of three hours, was so disabled, that Sir Edward was obliged to shift his flag to the St. George, and Van Tromp, having quitted the Golden Lion, removed into the Comet, when the engagement was renewed with increasing fury. The great object of the Dutch admiral, was to take or sink the Royal Prince, but she was so well protected by Spragge, the Earl of Ossory, and Sir John Kempthorne, that he was baffled in all his attempts. The St. George having suffered greatly, the English admiral was going on board the Royal Chai es, when a shot struck his boat, which immediately sunk, and Sir Edward with the crew perished.

Prince Rupert, upon his arrival perceiving the disabled state of the blue squadron, steered in between the enemy and the crippled ships, to prevent them from falling into the hands of the Dutch. The latter having rallied, bore down again about five to attack the Prince, who was unable to collect more than 13 ships fit for action. Another obstinate and bloody engagement commenced, and was maintained for two hours, when the Dutch were thrown into great confusion, and a total defeat must have ensued, if the French had obeyed the signal which the prince made for them to join him. This, however, D'Etrées took no notice of till the battle was over, when he sent to enquire what it meant. The darkness and smoke, at length, obliged both parties to desist from fighting, and the fleets separated, each claiming the honor of a victory.

Considering the duration and the obstinacy of this engagement, the loss in ships was very inconsiderable. On the part of the English, the Henrietta yacht was sunk. The Dutch acknowledge the loss of three or our fire-ships, but English writers positively affirm,

that two or three of their largest ships were sunk. Two of their vice-admirals were killed, together with three captains and about 1000 men. The killed on board the English fleet, amounted to nearly the same number, among whom were two captains, besides the brave Sir Edward Spragge.

After this action, Prince Rupert returned with the English fleet to the Thames, and the French admiral to Brest.

In February, the following year, a treaty of peace was signed between the States and England, the fourth article of which stipulated; "That all Dutch ships, whether ships of war or others, whether in squadrons or single ships, which shall happen to meet any ships or vessels whatsoever, belonging to the King of Great Britain, whether one or more, carrying the king's flag, called the Jack, in any of the seas from Cape Finisterre to the middle point of the land Van Staten, in Norway, shall strike their top-sail and lower their flag, in the same manner and with like ceremony of respect, as has been usually paid at any time or place heretofore by the Dutch ships, to those of the king or his ancestors."

The Admiralty this year directed, that officers commanding squadrons, as commodores, should be distinguished by a pendant entirely red, and considerably larger than the ordinary one; this is now called a broad pendant.

In 1675, the parliament voted a supply of 300,000l. for the building of 20 large ships; one first rate, of 1,400 tons; eight second rates, of 1,100 tons; and eleven third rates, of 700 tons. It was at the same time

resolved to appropriate the money raised by the name of tonnage and poundage, to the use of the royal navy. —As an encouragement to the masters in the navy, the king issued an order for allowing half-pay to such as had served during the late war in ships of the first and second rate.

The corsairs of Tripoli having committed some outrages on the English trade in the Mediterranean, Sir John Narborough was sent with a squadron for the purpose of chastising them. He arrived before Tripoli on the 14th of January, 1676, and being favored by the darknese of the night, he sent his boats, manned and armed, under the conduct of lieutenant, afterwards the celebrated Sir Cloudesly Shovel, to destroy the ships in the harbor. That officer, having first siezed the enemy's guard-ship, proceeded undiscovered, burned four vessels of 50, 36, 24, and 20 guns, and returned to the English squadron without the loss of a man. This daring action struck the Tripolines with such consternation, that they sued for peace.

An act was passed for raising 584,000l. for building 30 ships.

In this year 102 ships, each carrying 20 guns, and 18 boats, having on board 9180 men, were employed in the fishery, on the coast of Newfoundland, which now began to be considered highly beneficial to the nation, particularly as a nursery for seamen for the royal navy.

At the death of King Charles II. the royal navy consisted of 113 sail.

NAVAL TRANSACTIONS BETWEEN THE YEARS

1685 AND 1702.

Comprehending the reigns of James II. and William III.

Regulations introduced into the Navy by James II.—State of it at his abdication—War with France—Action in Bantry Bay—Battle of Beachy Head—Engagement off Cape La Hogue—Action in Lagos Bay—Expedition against Brest—Action in the Mediterranean—St. Malo, Dunkirk, and Calais bombarded—Gallant actions of Fishing Vessels—Establishment of the Register for Seamen—A Fleet sent to the Baltic against the Danes—Renewal of the War with France.

DURING the short reign of the unfortunate James, the English navy remained quite inactive; that monarch being too much occupied at home in his favorite scheme of introducing the Catholic Religion, to think of embroiling himself abroad. Whatever may have been his other faults, the navy acknowledges considerable obligations to him.

We have already seen James's conduct, when Duke of York, in his situation of lord high admiral. The regulations which he, assisted by his secretary Pepy's, introduced, are even still considered as the best that could be adopted. Nor was he, on his accession to the throne, unmindful of its prosperity, but assigned a fund of 400,000l. per annum for its service; and for the better regulation of the docks and store-houses, and the more expeditious repair of ships of war, four additional

commissioners were appointed. James likewise directed all captains and officers, commanding men of war, to deposit a correct copy of their journal, with the secretary of the admiralty.

In 1688, the Prince of Orange was invited to protect the violated liberties of England. Accordingly on the 21st of October he sailed from Helvoetsluys with a fleet of 500 sail, and on the 5th of November landed at Torbay without opposition. The consequence was, James's abdication of the throne, to which the prince was called by the unanimous voice of the people of England: a revolution which will ever form a memorable era in the annals of this country. The number of ships composing the royal navy, at the time of King James's abdication on the 12th of December, 1688, was 173; of which 110 were of the line, as fourth rates were at that time included under that denomination. The tonnage was 101,032, the number of guns 6,930, and of seamen 42,000.

James, having taken refuge in France, prevailed on Lewis XIV. to furnish him with assistance, in order to attempt the recovery of his crown. He was accordingly conveyed, together with a body of troops, in a fleet of 22 sail, and landed in Ireland, and another strong squadron was soon afterwards sent to escort some transports laden with stores, ammunition, and money, for James's use. King William having intelligence of the destination of these vessels, Admiral Herbert with 19 men of war, was dispatched to intercept them.

On the 1st of May, the English discovered the enemy at anchor in Bantry Bay. Their fleet consisted of 24 sail of the line, and was divided into three squadrons, under the command of the Admirals Chateau

Renaud, Gaberet, and Forent. As soon as they perceived the English fleet, the enemy got under sail, and bore down upon Admiral Herbert in a very orderly line.

A warm engagement ensued, which lasted about two hours. The English commander then endeavored to gain the wind of the enemy, in order to bring them to close action, and with that view stood off to sea. This design the French, however, were cautious to prevent him from executing, and after maintaing a running fight till five o'clock, Chateau Renaud tacked and returned to the bay. The English had in this action about 00 killed, among whom was Captain Aylmer of the Portland, and 270 wounded; and having suffered considerably in their masts and rigging, Admiral Herbert proceeded to Spithead to refit. The king himself repaired to Portsmouth to hasten this business, and to distribute rewards to the officers and men who had distinguished themselves in the engagement. Admiral Herbert was created Earl of Torrington, and the Captains Ashby and Cloudesly Shovel, received the honor of knighthood.

BATTLE OF BEACHY HEAD.

On the 20th of June, 1689, the French fleet consisting of 78 men of war and 22 fire-ships, unexpectedly appeared off the Lizard before the Earl of Torrington was ready to receive them. He, however, got out to sea on the 24th, but for several days avoided an engagement in the expectation of receiving reinforcements. Having been joined by a Dutch squadron, his fleet still amounted only to 56 ships; and though the enemy were far superior both in number and

weight of metal, yet the English commander received positive orders from the court to give them battle.

Accordingly, on the 30th of June, the hostile fleets being off Beachy-Head, the signal was made for engaging. The enemy had formed into three divisions. The van, consisting of 27 ships, was commanded by the Count d'Etrées; the centre of the same number, by Count de Tourville, in the Soleil Royal of 100 guns; and the rear of 26 sail, by M. d'Amfreville. At nine in the morning the Dutch squadron, which led the van, under Admiral Evertzen began the engagement with part of the van of the French; and soon afterwards the blue squadron attacked their rear. The greatesr part of the red squadron could not come into action till near ten, and being at a considerable distance from the enemy, a great opening was left between them and the Dutch. The French, taking advantage of this circumstance, surrounded the Dutch and the blue squadron which, though not properly supported by the rest of the English fleet, fought with the utmost obstinacy for several hours. At length Lord Torrington, observing the imminent danger to which they were exposed, ordered them to come to an anchor, while he, with several ships, bore down to their relief, and pushed in between them and the enemy. About five in the afternoon, it fell calm, and the French, having neglected to cast anchor, were driven away with the tide. That part of the combined fleet which had been engaged, had suffered so materially, that the English commander, judging he could not, with prudence, hazard another engagement, weighed and stood to the eastward. In a council of war, held the next day, it was resolved to preserve the

fleet by retreating, and rather to destroy the disabled ships, than risk another action by protecting them. The French continued the pursuit, though at a great distance, as far as Rye-Bay, where they attempted to burn the Ann of 74 guns, which had lost all her masts, and had run on shore near Winchelsea. They likewise endeavored to destroy a Dutch 64 gun ship, which had been driven on shore, but she was defended by her crew with such intrepidity, that they were obliged to desist; and the vessel afterwards got off and arrived safe in Holland. Lord Torrington retreated into the Thames without farther molestation, leaving the enemy masters of the channel. The French fleet returned to the westward, and after lying in Torbay till the 5th of August, Tourville returned to Brest.

The loss of the English in this unfortunate engagement, was two ships, two captains, and 350 men. The Dutch were much greater sufferers, having 3 ships sunk in the action, and being obliged to set fire to three others, which got on shore on the coast of Sussex. They likewise lost many gallant officers, among whom were their two rear-admirals, Dick and Braakel, and Captain Norden, together with a great number of inferior officers and seamen.

The Earl of Torrington being accused of misbehavior, was committed to the Tower, and on the 10th of December was tried on board the Kent frigate, at Sheerness, by a court-martial, in which Sir Ralph Delaval, who was vice-admiral of the blue in the engagement, presided. The charge exhibited against the earl, was, that in the action he had misbehaved, either through

cowardice or treachery, drawn disgrace on the English nation, and sacrificed our allies the Dutch. The court-martial, which is said to have shewn great partiality on this occasion, unanimously acquitted Lord Torrington, notwithstanding which, the king, to appease the clamors of the nation and of the Dutch, deprived him, the next day, of his commission.

ENGAGEMENT OFF CAPE LA HOGUE.

Admiral Russel having been appointed to succeed the Earl of Torrington, was, in May 1692, ordered to put to sea, to baffle an intended descent of the French in favor of the exiled house of Stuart. On the 11th he sailed from Rye, where he was joined by the squadrons under Admirals Carter and Delaval, and was soon afterwards reinforced by the Dutch squadrons, commanded by Allemonde, Callemberg, and Vandergoes. On the 18th he set sail from St. Helens, with a fleet of ninety-nine ships of the line, besides frigates and fire-ships.

The admiral's orders were to cruize between Cape la Hogue and the Isle of Wight, though he had proposed to lie off Beach-Head, he, however, plied through the sands with a very scanty wind, contrary to the opinion of his officers and pilots, all of whom represented the danger of hazarding the fleet in such a perilous attempt. To this bold measure the admiral was indebted for his subsequent success.

About three in the morning of the 19th, the looking-out-ships made the signal for having discovered the enemy. The fleet was immediately drawn up into a line of battle, and the rear was ordered to tack, that if the French stood to the northward, the combined fleet

might the sooner come up with them. About four, the sun having dispersed the fog, they were seen standing southward, upon which the admiral bore away with his ship to leeward, and then lay to, that the other ships might place themselves according as they had been directed. About eight the English line was formed; the red squadron consisted of 31 ships, under Admiral Russel, Sir Ralph Delaval, and Sir Cloudesley Shovel; the blue was composed of 32 ships, commanded by Admirals Sir John Ashby, Rooke, and Carter; and the Dutch with 36 ships, under Admiral Allemonde, formed the white squadron.

The French fleet consisted only of 63 ships, under the command of Count Tourville; of these, 26 formed the van, 25 were placed in the centre, and 12 in the rear. With this disparity of force, Tourville would not have ventured on an engagement, had he not received positive orders to that effect from the king, who presumed that he would have fallen in with one of the confederate fleets before their junction, so that the French admiral fought in opposition to his judgment, and the safety of the fleet under his command.

At ten, the French, being to windward, bore down with great resolution; and at twelve Count Tourville, in the Soliel Royal of 104 guns, brought to, and commenced this memorable engagement, so glorious in its issue to the British navy. After a conflict of an hour and a half, his rigging, sails, and yards, being much damaged, he was obliged to be towed out of the line. About two, the wind shifting, five of the enemy's ships bore down to relieve their commander, and made a furious attack on the three ships of Admiral Russel, and the Captains Churchill and Aylmer. The battle conti-

nued with great obstinacy till four, when a fog intervened; so that the enemy could not be seen; but on it clearing up, they were discovered steering to the northward in great confusion. Admiral Russel immediately made the signal for a general chase. At this time a heavy cannonading was heard to the westward, but the fog again came so thick, as to prevent the admiral from discovering from which side it proceeded, though it afterwards proved to be Sir Cloudesly Shovel, who had got to windward of Tourville's division. In this part of the action, Captain Hastings, who commanded the Sandwich, a second rate, was killed. From the thickness of the weather both fleets were obliged to come to an anchor, being unable to distinguish each other through the fog. About eight in the evening, the blue squadron having fallen in with some of the enemy's ships, a smart contest ensued for about half an hour, in which Rear-Admiral Carter was killed. The French fleet continued standing to the westward all night, and the English followed in pursuit of them.

The morning of the 20th proved dark and foggy, but about eight the weather clearing, the Dutch, who were to the southward, made the signal of discovering the French fleet. The chace was continued during the whole of this and the following day. On the morning of the 23d, part of the enemy's fleet had advanced towards the Race of Alderney, and about eleven, three of their largest vessels tacked and stood to the westward, when the admiral's ship, the Soleil Royal, ran on shore and her masts were immediately cut away. Admiral Russel, observing their situation, ordered Sir Ralph Delaval to remain with a sufficient number of ships of his division to destroy the enemy, and to send the rest

to join the main body of the fleet. This service was effectually performed. The Soleil Royal, of 104 guns, was burned by Captain Heath, the Conquerant of 80 guns was destroyed by Captain Greenway, together with the Admirable and two other vessels.

In the evening, 18 French ships stood in for La Hogue, where the English fleet came to an anchor that night. The next morning, being the 23d, the admiral sent Mr. Rooke, vice-admiral of the blue, with a squadron of men of war, some fire-ships, and the boats of the fleet to destroy the ships in the bay. He there found 13 of the enemy's fleet, but they had pushed up so far, that only the small frigates and boats could advance near enough to be of any service. Admiral Rooke, however, resolved to execute his orders, and having manned his boats, instantly proceed to the attack. Both officers and men behaved, on this occasion, with the most distinguished intrepidity; for in spite of a tremendous fire from the batteries on shore, they burned six of the ships that night, and the other seven next morning, besides a great number of transports and other vessels laden with ammunition. In this enterprize the English lost only ten men.

This was a fatal stroke to the French, from which their navy never recovered during the remainder of the war. It should be observed, that though the confederate fleet was far stronger than the French, yet the number of ships by which the latter were beaten, was inferior to their own; for, on account of the calm, and the thickness of the weather, it was not possible for many of the Dutch ships, or of the blue squadron to engage. Had they been favored with clear weather and a

gale of wind, it is probable that not one of the French ships would have escaped.

The vessels lost by the French on this occasion, were the following: Le Soleil Royal, and L'Ambitieux of 104 guns: L'Admirable of 90; Le Tonnant and Le Terrible of 80; Le Magnifique, Le St. Philip, and Le Conquerant of 76; Le Triumphant of 74; L'Amiable and Le Fier of 68; Le Glorieux, Le Serieux, Le Prince, and Le Sans Pariel of 60; Le Trident, and another ship, name not known, of 56 guns.

On the 25th the admiral sailed from La Hogue, leaving Sir John Ashby to cruize off the enemy's coast, and to look out for five ships which had been seen standing to the eastward, and were supposed to have put into Havre de Grace; but he was obliged by stormy weather to return home without effecting any thing.

In May, 1698, Admiral Rooke, who had been knighted for his gallant conduct at La Hogue, was appointed with about 23 sail of English and Dutch men of war, to convoy a fleet of 400 merchant vessels to Lisbon and the Mediterranean. On the 17th of June, at day-break, Sir George discovered, in Lagos Bay, ten sail of French men of war, with some small ships, which were chased by part of the English squadron, and a fire-ship taken, the crew of which positively asserted, that the hostile fleet consisted of no more than 15 ships of the line. About noon the falsehood of this statement was discovered, eighty men of war being distinctly seen. Sixteen of the enemy's ships bore down upon the English admiral, while another division of

their fleet stood off to sea, to fall upon the merchantmen. The moment Sir George perceived the enemy's superiority, he made a signal for his convoy to put into Faro, St. Lucor, or Cadiz. In the evening the French came up with the rear of the combined squadron, composed of two Dutch men of war, and some merchantships of that nation. The Captains Schryver and Vander Poel, finding they had no chance of escaping, stood towards the shore, and drew the enemy after them, by which they saved the rest of the fleet. After a desperate resistance, those gallant officers were at length overpowered and taken. Sir George stood ofi all night, and the next morning, having only 54 ships with him, he assembled the officers of the men of war, and consulted what measures were the most prudent to be adopted, when it was resolved to proceed with the remaining merchant-vessels to Madeira. Besides the loss of 2 Dutch and 1 English men of war, about 90 sail of merchantmen were taken or destroyed; and the loss was computed to exceed one million sterling.

On the 13th of November, twelve men of war, four bomb-vessels, and several transports were sent under the command of Commodore Benbow, to make a descent on the coast of France. Proceeding to St. Malo, he bombarded it with such effect, as to destroy great part of the town.

It was not till this year that the ships of the royal navy, on the home service, were allowed to carry to sea, spare-top masts and sails. For the pay and service of the fleet, 2,500,000l. were this year voted by the Parliament.

At the close of 1693, Sir Charles Wheeler was appointed commander-in-chief in the Mediterranean, and

sailed with a squadron of 25 men of war, in conjunction with Vice-Admiral Calemberg and a Dutch squadron. On the 17th of February he was overtaken in the Streights of Gibralter by a violent storm, in which several of the ships foundered, or were driven on shore, and the crews perished. Among these were the admiral's ship, together with the whole crew, excepting two Turks; the Cambridge and Lumley Castle: two ketches and six merchant ships. The same fate attended three Dutch vessels richly laden.

On the 1st of May, Admiral Russel was again appointed to command the combined fleet, consisting of 52 English and 41 Dutch ships of the line, besides frigates and fire-ships. Being informed that a fleet of French merchantmen was lying in Bertram Bay, he detached Captain Pickard in the Monmouth, with two fire-ships to take or destroy them. This order that officer executed with such success, that out of 55 sail, he burned and sunk 35. A frigate and two sloops, which were with their convoy, were driven on shore and destroyed.

An expedition having been concerted, in order to destroy Brest harbor, the execution of that desperate attempt was committed to Lieutenant-General Talmash. On the 5th of June, Lord Berkeley, with 29 ships of the line, English and Dutch, besides frigates, fire-ships, and bomb-ketches, parted from Admiral Russel, and on the 7th came to an anchor between Bertram Bay and Camaret. Next day the Marquis of Carmarthen was sent with eight ships to attack the enemy's batteries, and to cover the landing of the troops. General Talmarsh and about 900 men embarked in small vessels and went on shore, but were so resolutely re-

ceived by the French marines, that they were obliged to retreat in disorder to their boats, most of which being aground, as it was ebb tide, a dreadful slaughter ensued. About 400 were killed or desperately wounded, and the same number made prisoners. The vessels which covered the landing were miserably shattered, and lost, in the whole, four hundred men. The Weser, a Dutch frigate of 30 guns, was sunk, and only eight of her crew where saved. General Talmarsh was wounded in the thigh, and died soon after his return to Plymouth.

It had been resolved to harass the north coast of France, and in pursuance of this plan, Lord Berkeley, sailed to Dieppe, and on the 12th of July bombarded that town with such fury, that it was set on fire in several places, and the greatest part of it reduced to ashes. From Dieppe the fleet proceeded to Havre de Grace, and destroyed above one third of that town. After sailing along the coast, spreading the utmost consternation and alarm, the earl returned on the 26th, to St. Helens. In August an attempt was made on Dunkirk and Calais, by Sir Cloudesly Shovel, but without success.

The palace of Greenwich was this year granted by his Majesty, to be converted into an hospital for decayed and disabled seamen, in the royal navy, and a sum of money was appropriated to extend the building.

Some of the docks at Plymouth were constructed, together with the store-houses, and those for the accommodation of the officers belonging to the dock-yard.

Admiral Russel, who had the preceding year sailed to the Mediterranean, commanded in 1695, the grand fleet which remained on the Spanish coast. In January he dispatched six frigates under the command of Captain Killigrew, to cruize in the Mediterranean, for the protection of British commerce. On the 18th of that month, two French men of war, the Content of 64 and the Trident of 60 guns, mistaking the English squadron for merchantmen, bore down upon them, but perceiving their error, sheered off again with all possible dispatch. Captain Killigrew immediately gave chace and about four in the afternoon came up with them. At this moment the French crew were at prayers, and he might have commenced the attack with great advantage. This he, however, disdained; saying "It is beneath the courage of the English nation to surprize their enemies in such a posture."—That intrepid officer, though the rest of his squadron was at a considerable distance, did not hesitate singly to engage both the Frenchmen with his ship, the Plymouth, and the action had continued with great obstinacy above an hour before the Falmouth arrived. The battle was renewed with increased fury for another hour, by which time the other frigates came up, and the French endeavored to get away. The Content was pursued by the Carlisle, Newcastle, and Southampton, while the Falmouth and Adventure stood after the Trident; the Plymouth being so much crippled that she was obliged to steer for Messina. The chace continued all night, when the French having lost one of their captains, and a great number of men, finding it impossible to escape, surrendered. The English vessels took one of their prizes to Girgenti, and the other to Messina; the Tri-

dent was so leaky, that it was with difficulty she reached the former port. On the part of the English, the gallant Captain Killigrew and 14 men were killed on board the Plymouth, and about the same number in the other ships.

Having made the necessary arrangements for the protection of the British commerce in the Mediterranean, Admiral Russel returned to England, leaving a squadron of 23 ships of the line, besides frigates and gun-vessels, under the command of Sir David Mitchell.

In July, Lord Berkeley, with an English and Dutch squadron, appeared before St. Malo. Captain Benbow, with 6 English and 4 Dutch men of war, eight bomb-vessels, and a few flat-bottomed boats, entered the channel, and having come to an anchor at the distance of a mile and a half, bombarded the place with such fury, that they destroyed Fort Quince, together with the greatest part of the town. The enemy from the forts and batteries, kept up a heavy fire on the assailants, who, having expended all their bombs, put off to sea. The bombardment continued eleven hours, during which the English had about 60 men killed and wounded; the Terrible bomb was so much shattered, that it was found necessary to set her on fire, and three or four of the small vessels were sunk. Lord Berkeley returned to Portsmouth, where he took on board 400 soldiers, and proceeded, on the 4th of August, to the attack of Dunkirk, which, however, was attended with as little success as that of the preceding year. This miscarriage did not deter the English admiral from attempting the destruction of Calais. On the 17th he bombarded that town, destroyed the magazine and se-

veral houses, and demolished a fort on the pier-head, by which the vessels had been greatly annoyed. Captain Osborne, of the Aldborough ketch, was the only person killed on this occasion. At night Lord Berkeley called off his ships, and returned to the Downs.

In these various attacks of the towns on the French coast, it was not so much the object of the English government to make any serious impression on the enemy in those points. They were found to answer another important purpose; for, in consequence of the constant alarm and consternation which they every where excited, they considerably checked the spirit of privateering, which had been carried to a great extent in those ports. to the no small injury of British commerce.

The following courageous actions, performed by private adventurers are worthy of notice. On the 30th of May, William Thompson, in a fishing boat, from Poole, in Dorsetshire, with only one man and a boy, was attacked by a French sloop privateer. Not intimidated by her superior force, Thompson made such a vigorous defence, that he obliged the enemy to sheer off, upon which he gave chase, came up with her, and after an engagement of two hours, she struck. The privateer had two guns and 16 men, who were well supplied with fire-arms. He carried his prize into Poole, and was presented by the lords of the admiralty with a gold chain, and a medal of the value of fifty pounds.—A similar reward was given to Mr. Williams of Whitsand Bay, who, in a fishing smack, retook several merchantships, which had been captured by French privateers.—Mr. Joliffe was presented by the town of Lulworth with a gold chain and medal, for driving on shore a French privateer of three times his force.

In January, 1696, a squadron with a body of troops on board, was sent under the command of Commodore Wilmot, to co-operate with the Spaniards in the destruction of the French settlements, in St. Domingo. He arrived there in March, and in two months the confederate army had taken Cape Francois and Port au Paix and laid waste the plantations of the enemy, whose loss was computed at 200,000l. The commodore having executed his commission, sailed for Jamaica, after losing one of his ships, the Winchester, in the gulph of Florida. Here he was carried off by an epidemical distemper, which raged with such violence, as scarcely to leave men sufficient to navigate the ships to England.

The French having collected a great number of troops, and 400 vessels, in the neighbourhood of Dunkirk and Calais, for the purpose of making a descent on England in favor of King James; Admiral Russel, on the 20th of February, put to sea with a fleet of 50 men of war, and stood over to the French coast. The enemy were so intimidated at the sight of the English fleet, that they hauled their vessels close in shore, out of their reach. Having thus frustrated the designs of the French, the admiral returned to port, leaving a squadron, under the command of Sir Cloudesly Shovel, to watch the motions of the enemy. That officer, early in April, received orders to bombard Calais, which he executed on the 3d, setting fire to the town in several places, and burning the ships in the harbor.

Lord Berkeley having been appointed to succeed Sir George Rooke, who was called to the Board of Admiralty, hoisted his flag, on the 3d of June, on board the Britannia, and sailed for the French coast. On the 24th he anchored near Belle Isle, and landing on the islands

of Houart, Hodicke, and Guoy, destroyed a great number of villages and small vessels. Sir Martin Beckman was detached with a squadron to bombard St. Martin's in the island of Rhé, which was almost totally destroyed; but the English were not so successful in an attempt on Olonne. As the fleet began to be in want of provisions, the admiral returned, about the end of the month, to Spithead.

An act was this year passed to establish a register for 30,000 seamen, who were to be constantly in readiness to man the royal navy. They were to have a bounty of forty shillings per annum, were entitled to a double share in all prizes; when maimed or superannuated, were to be admitted into Greenwich hospital, and none but they were to be preferred to the rank of commission, or warrant officers, in the royal navy. It was likewise enacted, that six-pence per month should be deducted from the wages of all seamen, for the support of Greenwich hospital.

On the 29th of January, 1697, the Royal Sovereign, built in the reign of Charles I. and at that time the largest ship in the English navy, was accidentally burned at her moorings in the Medway.

Nothing worth notice occured during the remainder of the war, which was terminated by the peace of Ryswick, concluded on the 19th of September.

The following is a comparative statement of the losses sustained by the navies of France and England, during the war, from its commencement in 1688:—

	Sail of the line.	Frigates.	Sloops.	Guns.
FRANCE	18	24	16	2244
ENGLAND	4	20	27	1112

In July, 1700, a confederacy having been formed

The spellbound Bourbons view their doom.

against Charles XII. of Sweden, an ally of the English, a fleet of forty sail of men of war, besides bomb-vessels and fire-ships, was sent into the Baltic to his assistance; and particularly to compel the Danes to come to terms of accommodation. The appearance of this powerful fleet, and the vigorous measure that were adopted, hastened the conclusion of a treaty which was signed on the 18th of August.

On the 16th of September, 1701, James II. died at St. Germains, in France. Lewis XIV. in direct violation of the treaty of Ryswick, declared his son, King of England; upon which William recalled his ambassador at the court of Versailles, and the parliament voted 40,000 seamen for the service of the ensuing year; but, on the 8th of March following, the king died at Hampton Court, in the 52nd year of his age.

At this period the royal navy consisted, in the whole, of 256 vessels, mounting 9300 guns. Of these, 7 were of the first rate; 14 of the second; 43 of the third; 59 of the fourth; 30 of the fifth; 16 of the sixth; and 87 fire-ships, bombs, yachts, &c.

NAVAL TRANSACTIONS

From the commencement of the War with France and Spain, In 1702, to the Peace of Utrecht, in 1713.

Accession of Queen Anne---Expedition against Cadiz, and destruction of the French and Spanish Fleets at Vigo---Proceedings in Newfoundland---Action off Santa Martha, in the West-Indies---Death of Admiral Benbow, and anecdotes of that Officer---Destruction of a French Convoy, in Cancale Bay---Dreadful Storm---Taking of Gibraltar---Taking of Barcelona---Actions in the West-Indies, the Mediterranean, and the Channel---Loss of Sir Cloudesley Shovel and several Ships on the Scilly Islands---Various Actions with the French and Spaniards ---Expedition against Canada---Reward proposed for the Discovery of the Longitude at Sea.

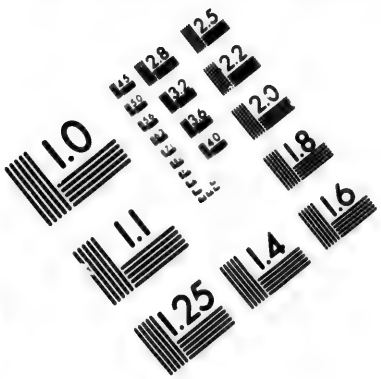
QUEEN Anne having succeeded to the throne, upon the death of William III. the first step she took, relative to naval affairs, was to revive the office of Lord High Admiral, to which important post she appointed her consort, Prince George, of Denmark. On the 4th of May, the war, for which her predecessor had begun to make preparations, was declared against France and Spain.

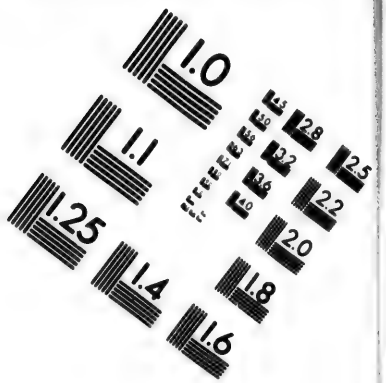
EXPEDITION AGAINST CADIZ AND VIGO.

A powerful fleet being fitted out with all possible dispatch, the command of it was given to Sir George Rooke. It consisted of 30 ships of the line, and being joined by 20 Dutch, the whole force, including small vessels and tenders, amounted to 160 sail. On board of

this armament were embarked 14,000 land forces, under the command of the Duke of Ormond, destined to make an attempt on Cadiz. On the 19th of June this fleet sailed from St. Helens, and anchored the 12th of August before Cadiz; but that place being found too strongly defended, to attack it with any probability of success, the troops were re-embarked with the intention of returning home.

Captain Hardy, of the Pembroke, having been sent into Lagos Bay, to water, he there accidently received intelligence, that the Spanish galleons, from America, had put into Vigo, under the protection of a French convoy. With this news Captain Hardy made all possible haste to the fleet, which, however, he did not fall in with till the 3d of October. The wind, even then, blew so hard, that he found it impossible to speak with the admiral till the 6th, when he informed him of what he had heard. Sir George Rook immediately called a council of war, in which it was resolved to proceed without loss of time to Vigo, and attack the enemy. Two frigates, dispatched to discover their force, returned on the night of the 9th to the fleet, when a violent gale drove them to the northward of Cape Finisterre, so that it was not till the 11th that they came to an anchor off Vigo. The passage into the harbor was extremely narrow, and well defended by batteries on both sides; across it had been laid a strong boom, composed of ships' yards and top-masts, strongly fastened together with three-inch rope, and secured underneath with hawsers and cables. Each end was moored with chains to a 70 gun ship, and within it lay five men of war, of between 60 and





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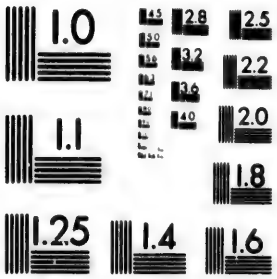

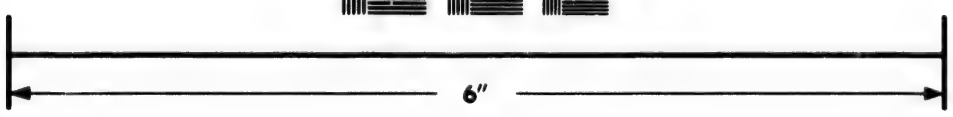

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70 guns, with their broadsides to the sea, to defend the passage.

As soon as the English fleet came to an anchor, the admiral called a council of land and sea officers, in which it was resolved unanimously to defer the attack till the following morning. As the whole fleet could not make the attempt on the enemy's ships without manifest danger of running foul of each other, a detachment of 15 English and 10 Dutch men of war, with all the fire-ships, frigates, and bomb-vessels, were ordered on this service. As there was not water sufficient to admit the large ships, the admirals shifted their flags into third rates. Sir George Rooke removed from the Royal Sovereign into the Somerset; Admiral Hopson out of the Prince George into the Torbay; Admiral Fairborne out of the St. George into the Essex; and Admiral Graydon out of the Triumph into the Northumberland.

To facilitate the attack, the Duke of Ormond, with 2,500 troops, landed about six miles from Vigo, and detached Lord Shannon, with 500 men, to attack a stone fort, which defended the entrance of the harbor. That nobleman having made himself master of a platform of forty pieces of cannon, M. Sorel, captain of a French man of war, who commanded in the town, ordered the gates to be thrown open, with the intention of forcing his way through the English troops. Though there was great bravery, yet there was very little judgment in this resolution; for no sooner was his order obeyed, than Lord Shannon's grenadiers rushed into the place, and made the garrison, in number 350, prisoners of war. This was an important advantage, and was obtained much sooner than the enemy expected; as they might

otherwise have prevented it, since they had not less than 10,000 men in the neighbourhood of the town: and it doubtless contributed materially to the subsequent success of our ships, which would have been excessively galled by the fire of the platform and fort.

The moment the British colours were discovered flying from the place, the ships advanced. Vice-Admiral Hopson, in the Torbay, crowding all the sail he could, ran against the boom, and broke it; upon which he was followed by the rest of the squadron into the harbor. A prodigious fire was kept up by the enemy, both from their ships and batteries, till the latter were forced by the grenadiers, who, perceiving the havoc made by their guns in the ships, behaved with the most heroic intrepidity and resolution. In the mean time the Torbay was boarded by one of the enemy's fire-ships, by which she must have been destroyed, but, fortunately, the latter had a great quantity of snuff on board, which extinguished the flames at the moment of the explosion. The vice-admiral had a very narrow escape; his fore-top-mast was shot away by the board; the fore-yard and most of the sails were burned; in a word the ship was little better than a wreck. One hundred and fifteen of her crew were killed or drowned, of whom about 60 jumped overboard when she was grappled by the fire-ship. The admiral finding her in this shattered condition, shifted his flag into the Monmouth. —At the same time Captain Bokenham, in the Association of 90 guns, lay with her broadside to the battery to the left of the harbor, which he soon silenced, while Captain Wyvill, in the Barfleur of the same force, was sent to attack the fort on the opposite side. At length the French admiral, Chateau Renaud, seeing

the forts in the possession of the victorious English, the boom broken, and the confederate fleet pouring in upon him, set his own ship on fire, and ordered the rest of his fleet to follow his example, affording a dreadful spectacle both to the Spaniards and his own countrymen. While they were thus employed in the destruction of their fleet, the English were making the utmost exertions to preserve it, so that a great number of their ships fell, much against their will, into the hands of the confedrates.

This was a fatal stroke to the naval power of France, and was little less severe on the Spaniards. What gave this victory additional brilliancy, was, the inconsiderable loss with which it was attended on the part of the conquerors; of the troops, only two lieutenants and 40 men were killed, and the Torbay was the only ship which sustained any injury worth mentioning.

On this glorious occasion, the following French and Spanish ships were taken or destroyed:

	Guns.	Men.	
Le Fort	76	500	burned.
Le Prompt	76	500	taken.
Le Ferine	72	450	taken.
L'Esperance	70	420	taken.
Le Superbe	70	420	taken.
Le Bourbon	68	410	taken.
L'Assuré	66	380	taken.
L'Oriflamme	60	380	burned.
Le Prudent	62	380	burned.
La Sirene	60	380	taken.
Le Solide	56	350	burned.
Le Modere	56	300	taken.
La Dauphine	46	250	burned.

	Guns.	Men.	
Le Voluntaire	46	250	taken.
Le Triton	42	250	taken.
L'Entreprenant	22	130	burned.
Le Favori, a fire-ship	14		burned.
La Choquante	8		burned.

Total of ships, 18, guns 960

SPANISH MEN OF WAR AND GALLEONS.

		Guns.
Men of War.	Jesus Maria Josef	70
	La Buffona	45
	La Assogos	45

Galleons. Carrying from 20 to upwards of 30 guns each.

- Santo Cristo de Mariacaja,
- Santa Cristo de Buen Viago,
- Santa Cruz,
- Nostra Senora de Merci,
- Santo Domingo
- La Trinidad
- Nostra Senora de Mercedes,
- St. Juan de Babtista,
- Jalashe del General,
- La Sacra Familia,
- Santa Cruz,
- Santa Susanna

Of these vessels, four galleons were taken by the English, five by the Dutch, and the rest were all destroyed. The galleons, at the time of their arrival at Vigo, had on board 20 millions of pieces of eight, besides merchandize to an equal amount; but, having been 25 days in the harbor, they had landed the greatest part of

their plate and cargoes. Four millions of plate were supposed to have been destroyed, with ten millions of merchandize. About two millions in silver, and five in goods, rewarded the conquerors for their spirit and intrepidity.

On the 16th of October, the troops were embarking, when Sir Cloudesly Shovel, who was sent out purposely to make the attempt, which the confederates had so successfully executed, arrived with a squadron of 29 sail at Vigo, and on the 19th, Sir George Rooke, and Admiral Hopson, set sail with 10 men of war for England, leaving Sir Cloudesly, with the rest, to complete the destruction of the enemy's ships, and bring away the prizes.

The two commanders in this expedition received the thanks of the House of Commons, for the signal service they had performed, and the queen signified her approbation of Admiral Hopson's gallant conduct, and conferred upon him the honor of knighthood, with a pension of 500l. per annum.

During this summer, Commodore Leake was sent with a squadron to Newfoundland, to annoy the enemy's fisheries on that coast. These instructions he executed with such success, that, by the end of October, he took thirty sail of French ships, destroyed all their boats and stages, together with a fort on the island of St. Pierre. This was considered a very important service, as it entirely ruined the enemy's fishery, and deprived them of that nursery for recruiting their navy.

ACTION OFF SANTA MARTHA, IN THE WEST-INDIES.

Towards the close of 1701, Admiral Benbow was sent to the West-Indies, with a squadron composed of two third, and eight fourth rates. While he lay at Jamaica, he received advice, that two French squadrons had arrived in the West-Indies, and that one of them, under M. du Casse, was in the neighbourhood of Hispaniola. Upon this he detached Rear-Admiral Whetstone in pursuit of him, and on the 11th of July he left Jamaica, with the intention of joining the rear-admiral; but hearing that Du Casse was expected at Leogane, he plied for that port. Not far from the town, he perceived several ships at anchor, and one under sail, to which he immediately gave chace. She proved to be a ship of fifty guns, and her captain, finding it impossible to escape, ran her on shore, and blew her up. The next day the admiral appeared before the town, where he burned a ship of 18 guns, under the fortifications; the other six vessels, which were merchantmen, had sailed in the night, but some of the English cruizers falling in with them, took three and burned a fourth.

Benbow remained on the coast of Hispaniola till the 10th of August, when receiving intelligence that Du Casse had sailed for Porto Bello, he resolved to follow him, and on the 19th discovered 10 sail steering along the shore, near Santa Martha. On his nearer approach he discovered the greatest part of them to be French men of war, four ships from 60 to 70 guns, one large ship, Dutch built, of 30 or 40, another full of soldiers, three small vessels, and a sloop. The admiral made the signal to form the line of battle ahead, and

bore away under an easy sail, that those astern and to the leeward might more readily get into their stations. It was the intention of the admiral, not to make the signal for battle till the Defiance, which was the leading ship, had got abreast of the headmost vessel of the enemy. But before she reached that station, the Falmouth, which was in the rear, began to fire, as did also the Windsor and Defiance, and soon afterwards the vice-admiral himself was engaged. But after exchanging two or three broadsides, the Defiance and Windsor luffed up out of gun-shot, and left the admiral exposed to a galling fire from the two sternmost ships of the enemy; nor did the ships in the rear come up to his assistance with the alacrity they ought. The action, however, continued from 4 o'clock till dark, when the firing ceased, but the admiral kept near the enemy all night; and conceiving that it might be better for the service, he gave out a new line of battle, resolving to lead himself on both tacks.

The next morning, at day-break, he was close in with the French ships, but none of his squadron, except the Ruby, was near enough to support him, the rest being three, four, and five miles astern. The enemy, however, durst not venture to attack him; but at two in the afternoon formed into a line, at the same time making all the sail they could from the English. The gallant Benbow, and Captain Walcot in the Ruby, pursued them closely that day and the next night. The chace continued the four following days, during which he received no assistance from the other ships of the squadron. On the 23d, at noon, he captured a small English vessel, called the Anne galley, which Du Casse had taken off Lisbon, and the Ruby being disabled, he

ordered her to proceed to Port Royal, to refit. About eight at night the whole squadron came up with the admiral, and the enemy were only two miles distant. Animated with the hope of bringing the affair to a speedy issue, Benbow crowded all his sails in pursuit of them, but to his inexpressible mortification, all his ships, excepting the Falmouth, again fell astern.

On the 24th, at two in the morning, Benbow came up with the enemy's sternmost ship, and an action immediately commenced. About three the gallant admiral's right leg was shattered by a chain-shot. He was carried from the deck to be dressed, and while the surgeon was performing the operation, one of his lieutenants expressed great concern for the unfortunate accident. "I am sorry for it, too," said the intrepid Benbow; "but I would rather have lost them both, than have seen this dishonor brought on the English nation. But, do you hear, if another shot should take me off, behave like brave men, and fight it out!" He then ordered himself to be carried up, and placed, with his cradle on the quarter-deck, where he continued giving his orders. The fight was continued till night, by which time one of the enemy's ships, which carried 70 guns, was reduced to a wreck, having lost her main-yard, fore-top sail-yard, mizen-mast, and rigging. The admiral soon afterwards discovered the enemy standing towards him with a strong gale of wind. The Windsor, Pendennis, and Greenwich, being ahead of the enemy, ran to the leeward of the disabled ship, fired their broadsides, passed her, and stood to the southward. The Defiance then came up and fired part of her broadside, which being returned by the disabled vessel, the Defiance put her helm aweather, bore

away right before the wind, and ran to leeward of the Falmouth, without paying any regard to the signal of battle. The enemy seeing the other two ships stand to the southward, imagined that they would tack and bear down upon them; but, perceiving they did not tack, they immediately stood towards the admiral with their whole force, and ran between him and their disabled ship. A warm engagement ensued, and in this unequal contest the Breda lost her main-top-sail-yard, and received so much damage in her rigging, that the admiral was obliged to lie by to refit, and the French seized the opportunity of towing off their crippled vessel.

By nine o'clock the Breda was again in a condition for renewing the fight, and the admiral ordered her commander, Captain Fog, to pursue the enemy, then three miles to leeward, his line of battle signal being out all the time. He, likewise, sent to the other captains, to desire them to keep their line, and behave like men; upon which Captain Kirby, of the Defiance, went on board the admiral, and told him, "he had better desist; the French were very strong, and from what had passed, he might guess that he could make nothing of it." The gallant Benbow, not a little surprised at this language, calmly replied, that this was only one man's opinion; and immediately made the signal for the other captains to come on board. To his no small mortification, however, they all concurred with Kirby; and, together with him, signed a paper, purporting, that nothing more could be done. Being thus deserted by his officers, the brave admiral was obliged to desist from the pursuit of the enemy, and returned to Jamaica, though he could not forbear declaring publicly, that it was contrary to his own

judgment, to the prejudice of the service, and the greatest dishonor that ever happened to the English navy.

The French admiral, upon his arrival at Carthagena, sent Benbow the following letter, which proves the little prospect he had of escaping:—

"Sir,

"I had little hopes, on Monday last, but to have supped in your cabin; it pleased God to order it otherwise, and I am thankful for it. As for those cowardly captains, who deserted you, hang them up, for, by God, they deserve it.

"Yours,

"Du Casse."

Benbow having reached Jamaica, was there joined by Rear-Admiral Whetstone, and, indignant at the conduct of his captains, he issued a commission to that officer, to assemble a court martial for their trial. Captains Kirby and Constable were tried first. The former was accused of cowardice, breach of orders, and neglect of duty; and these charges being fully established, he was condemned to be shot. Constable was acquitted of cowardice; but, being convicted on the other charges, was sentenced to be cashiered and imprisoned during the queen's pleasure. Captain Wade was next tried, and convicted on the same charges as Kirby; in addition to which it was proved, that he was drunk during the whole time of the action. He was, likewise, condemned to be shot. Captain Hudson died a few days before the trials commenced, and thus escaped the ignominious fate of his associates. Captain Vincent.

of the Falmouth, and Fog, the admiral's own captain, were tried for having, by Kirby's persuasion, signed a paper, purporting that they would not fight under Benbow's command. This was proved; but, as the admiral testified that they behaved with gallantry during the action, the court mitigated their sentence; but, for the sake of discipline, they were suspended till the Lord High Admiral's pleasure should be known. The boisterous manners of Benbow, who was a rough seaman, but remarkably brave, honest, and experienced, had produced this infamous confederacy, in which Captain Walton, of the Ruby, while heated with the fumes of intoxication, had, likewise, joined; but he afterwards renounced the engagement, and, as we have already seen, fought with great courage till his ship was disabled.

Kirby and Wade were sent home in the Bristol; great interest was made to the queen in their favor, but to no purpose. Warrants for their immediate execution were sent to all the ports, and they were accordingly shot on the 16th of April, 1703, the same day they arrived at Plymouth.

As for Benbow, his health continued to decline, principally from the chagrin occasioned by this miscarriage, and on the 4th of November he expired. We cannot take leave of this brave and patriotic admiral, without presenting a few traits illustrative of his character.

The cause of this gallant officer's introduction into the royal navy, is not the least singular circumstance of his life. He was master of a vessel employed in the Mediterranean trade, when, in 1686, he was attacked in his passage from Cadiz by a Sallee rover, against

whom, though very superior in in point of number, he defended himself with the utmost bravery. The Moors, at length, boarded him, but his men, animated by the intrepidity of their commander, soon cleared the ship of the enemy, who lost thirteen of their number in the attempt. Captain Benbow directed the heads of these men to be cut off, and thrown into a tub of pork pickle. On his arrival at Cadiz, he went on shore, and ordered a negro servant to follow him with the heads of the Moors in a sack. He had scarcely landed, before the officers of the revenue enquired what was in the sack; to which the captain replied, that it contained salt provisions for his own use. The officers, however, insisted on seeing them, or, at least, on his accompanying them to the Custom-House, where the commissioners were then sitting, who, if they thought proper, might permit them to pass. The captain acceded to this proposal, and away they marched to the Custom-House; Benbow in the front, his man in the centre, and the officers in the rear. The commissioners received him with great politeness, at the same time assuring him, that the nature of their employment obliged them to demand a sight of the contents of the sack; and as they had no doubt of their being what he represented, he could have no objection to comply with their desire. "I told you, gentlemen," said the captain, sternly, "that they were salt provisions for my own use.—Cæsar, throw them on the table; and, gentlemen, if you like them, they are at your service." —The Spaniards were exceedingly struck at the sight of the Moors' heads, and no less astonished at the account of Benbow's adventure, and his gallant defence against such a number of barbarians. An account of the whole affair was sent to Madrid, and the king was so pleased

with it, that he sent for the English captain to court, received him with the greatest marks of esteem, and not only dismissed him with a handsome present, but recommended him in such strong terms in a letter to James II, that the king, upon his arrival in England, immediately gave him the command of a ship in the royal navy.

When it was resolved, in 1701, to send a squadron to the West Indies, Benbow was mentioned to King William as a fit officer to command it; but his Majesty observed, that Benbow was but just returned from that station where he had met with nothing but difficulties, and that it was reasonable some other officer should take his turn. Some others were accordingly proposed, but either their health or their affairs were so deranged, that they most earnestly desired to be excused. "Well, then," said the king, jocosely, to some of his ministers, "I find we must spare our beaux, and send honest Benbow." His Majesty, therefore, sent for him, and asked him whether he was willing to go to the West Indies, assuring him, that, if he had any objection, he would not take it at all amiss if he desired to be excused. The gallant admiral bluntly replied, that he did not understand such compliments; that he had no right to chuse his station; but he would cheerfully execute his Majesty's orders to whatever quarter he thought proper to send him.—He was, accordingly, appointed to the command of the West India squadron.

Benbow was one of those officers whom the tars are remarkably fond of claiming as their own; he and Shovel are, indeed, deserved favorites with them. They were both sailors, rose by being sailors, and were more proud of that character than of their flags. By a

long course of obedience they learned how to command, and directed those who served under them, as much by their example as by their orders; and though they were highly distinguished in their profession, yet, after many years employment, left behind them small fortunes but great reputations.

On the death of Admiral Benbow, Vice-Admiral Graydon was appointed to succeed him in the command of the ships on the West India station. He, accordingly, sailed from Plymouth on the 13th of March, 1703, with two men of war, some transports with troops, and a convoy of merchantmen, accompanied, likewise, by the Montague and Nonsuch, which were ordered to see him to a certain distance. On the 18th they fell in with four French ships, forming a part of Du Casse's squadron, which were returning, in a very shattered condition, from their engagement with Benbow. The Montague, commanded by Captain Cleveland, immediately bore down and began to attack them, but Graydon being under orders not to lose time on his passage by chacing any ships whatever, made a signal to call her off. Proceeding on his voyage, he arrived at Jamaica on the 5th of June, and ordered a survey to be made of the ships under his command, on which he forwarded the necessary repairs with an alacrity which could have proceeded only from the most hearty zeal in the service of his country. A misunderstanding which arose between the admiral and some of the principal planters, hastened his departure from Jamaica. Leaving a sufficient force for the protection of the island, he returned to England, where an enquiry was instituted into his conduct; and though he appears to have acted in

strict compliance with his instructions, he was dismissed from her Majesty's service.

During the absence of the grand fleet which was dispatched this summer, under the command of Sir Cloudesley Shovel, to the Mediterranean, where nothing of importance was performed, intelligence was received that a fleet of merchant ships were lying with their convoy, in Cancale Bay. Orders were immediately sent to Rear-Admiral Dilkes, to attempt to destroy them, and he accordingly left Spithead with a small squadron on the 22d of July. On the 26th, at daybreak, the enemy were discovered at anchor about a league to the westward of Granville. The convoy was found to consist of 45 merchant ships and three frigates, which on the approach of the English stood in for the shore. The admiral pursued them as far as the pilots thought it prudent to venture, on which he manned his boats, and attacked the enemy with such vigor, that, by noon, 15 sail were taken and brought off, six burned and three sunk. The remainder had, in the mean time, got so far up the bay, that the pilots were of opinion the ships could not stand in near enough to protect the boats. In the morning of the 27th it was resolved, in a council of war, to detach the smallest vessels of the squadron to cover the boats and to renew the attack the next day. To encourage the men, the admiral and all the captains accompanied them, and the daring enterprize was most effectually executed. The three corvettes were first attacked; the largest, mounting 18 guns, was burned by the enemy, to prevent her falling into the hands of the English; the second, of 14 guns, was set on fire by Mr. Paul, first lieutenant of the Kent; and the third, mounting only 8 guns, was

carried off by the conquerors Of the remaining merchant ships, 17 were burned or otherwise destroyed, so that of the whole fleet only four vessels escaped, by getting under the guns of Granville fort, where it was impossible for the boats to attack them. The queen, to express her sense of this service, ordered gold medals to be struck, and to be presented to the admiral and officers.

On the night of the 26th of November, in this year, arose a most tremendous storm, attended with dreadful thunder and lightning, and continued with inconceivable violence till seven the next morning. It has been emphatically denominated *the great storm*. On this occasion thirteen men of war were lost and upwards of 1500 seamen, among whom was Rear-admiral Beaumont, perished. The escape of one Atkins, the only person saved out of the admiral's ship, the Mary, a fourth rate, which was lost on the Goodwin Sands, is too remarkable to be omitted. This man, when the ship was going to pieces, was thrown by a wave into the Stirling Castle, and that ship sinking soon afterwards, he was again thrown into her boat by a violent sea, which washed him from the wreck.

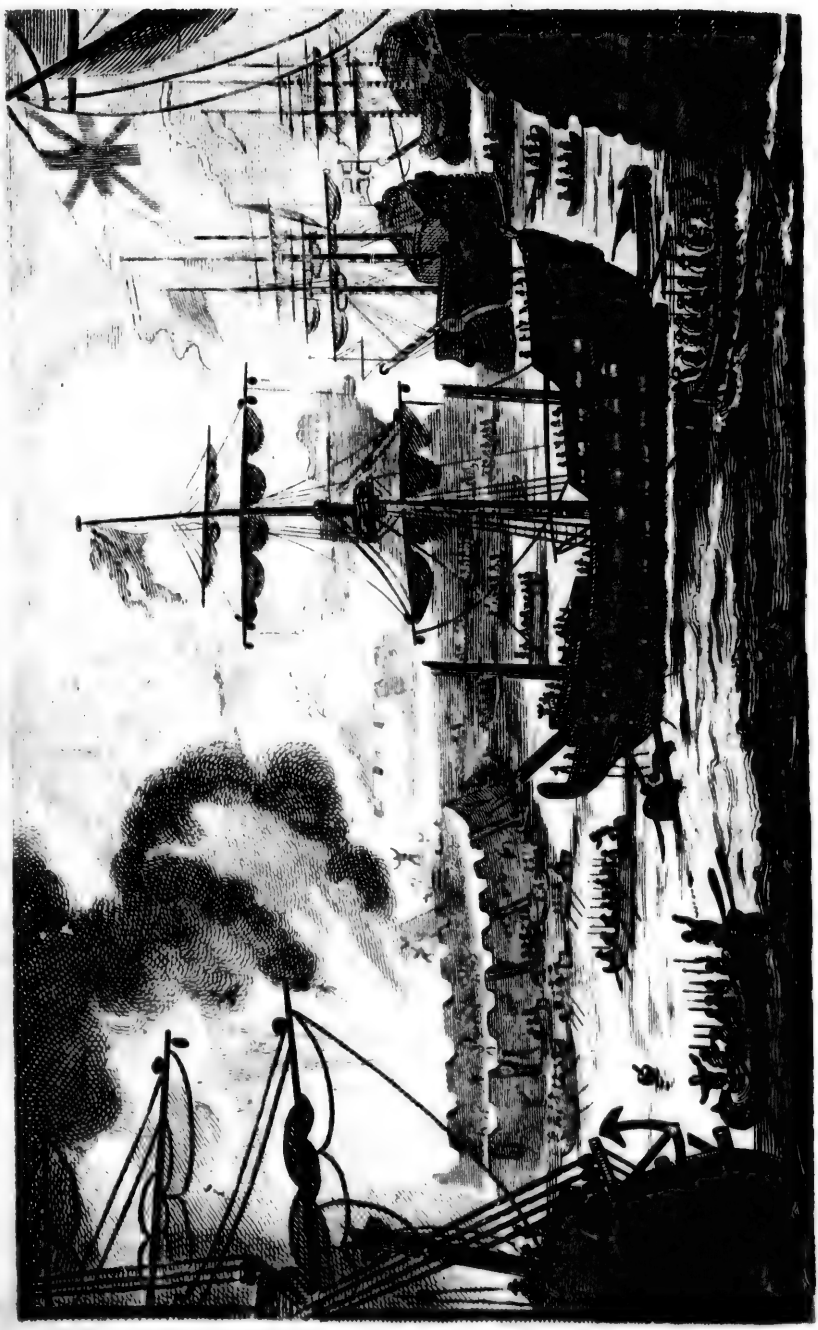
Early in 1704, a squadron was sent, under the command of Sir George Rooke, to convoy Charles III. who was supported by Great Britain in his claim to the Spanish throne, to Lisbon, and then to proceed to the Mediterranean, for the purpose of attacking Barcelona. At Lisbon a dispute had nearly arisen, concerning the ceremony of the flag. The king of Portugal required, that on his coming on board the English admiral, and striking his standard, the English flag should be struck at the same time and continue so till the two kings went on shore.

Sir George replied, that while the King of Spain continued on board, he might order the flag to be struck whenever he pleased; but, as the supreme command was invested in him, the moment his Majesty quitted the ship, he was obliged to execute his commission by hoisting his flag. This conduct sufficiently asserted the honor of the English flag, without giving offence to either of the sovereigns.

On the 9th of March Sir George sailed from Lisbon, and, in consequence of intelligence which he had received, he ordered Rear-admiral Dilkes to proceed with a small squadron to the south-west. The wind was so violent the whole of the next day and the following night, that the admiral was unable to make sail, but the weather proving more moderate on the 12th, he bore away, and soon came in sight of four Spanish ships. After a short chace and a brisk running fight, three of them struck, but the fourth escaped. The prizes proved to be the Porta Cæli of 60 guns, the Santa Theresa of the same force, and a frigate of 24 guns. They were bound from St. Sebastian's to Cadiz, and were laden with naval stores, the loss of which proved extremely distressing to the enemy. The Santa Theresa was unfortunately, lost in entering the river Tagus, to which Admiral Dilkes proceeded with his prizes.

TAKING OF GIBRALTAR.

The attempt on Barcelona having failed, Sir George Rooke resolved to return to Lisbon, there to wait for the reinforcements he expected from England. Two days after he had passed the Streights, he fell in off Cape Lagos, with Sir Cloudesly Shovel and a squadron



of 33 sail of the line. On receiving this powerful accession of strength, Sir George immediately called a council of war to consider what enterprize should be undertaken, when it was resolved to attempt the reduction of Gibraltar. On the 21st the fleet entered the bay, and the Prince of Hesse, with 1800 marines, immediately landed on the Isthmus, in order to cut off all communication between the rock and the continent. The governor being then summoned to surrender, replied that he would defend the place to the last extremity. The admiral, accordingly, gave orders, on the morning of the 22d for cannonading the place, and in five hours the Spaniards were driven from their fortifications at the New Mole. This was no sooner observed by the admiral, than he commanded all the boats to be manned and armed, and to make a general attack on that quarter. Captains Hicks and Jumper, who happened to be nearest to the Mole, soon stormed the fortifications with the utmost bravery; but the enemy springing a mine upon their approach, two lieutenants and forty men were killed, and about sixty wounded by that accident. The English, however, made themselves masters of the grand platform, where they maintained their ground till Captain Whitaker, with a body of seamen, came to their assistance; upon which they advanced and took, by storm, a redoubt, situated between the Mole and the town. This success induced the governor to capitulate on the 24th, and the Prince of Hesse took possession of the place. In this daring enterprize only two lieutenants, one master, and about 60 men were killed, and 220 wounded, among whom were one captain and 7 lieutenants.

ENGAGEMENT OFF MALAGA.

Sir George leaving the Prince of Hesse with as many men as he could spare, to garrison Gibraltar, repaired to Tetuan, to take in wood and water. He then proceeded up the Mediterranean, in quest of the French fleet. On the 9th he discovered the enemy, and on the morning of the 13th he came up with them off Malaga, when they brought to with their heads to the southward, the wind being easterly, and forming their line, prepared to receive him. The French force consisted of 52 ships, 17 of which were three deckers, and 24 galleys; they were very strong in the centre, but very weak in the van and rear, on which account the commander, the Count de Thoulouse, high admiral of France, had placed most of the galleys in those squadrons. The English fleet, which had been joined by eleven Dutch ships, under Admiral Callemberg, consisted of 53 ships of the line exclusive of frigates, but they were greatly inferior to the enemy in the number of guns and men, as well as in weight of metal, and unprovided with galleys, from which the enemy derived great advantage during the engagement. Sir George to remedy, as much as possible, the inconvenience under which he labored, ordered two fourth rates with a fifth, a sixth, and two fire-ships, to lie to windward of him, that if the enemy's van should push through his line with their galleys and fire-ships, they might give them some diversion. This disposition, as Campbell judiciously observes, proved the admiral's ability, and how dexterously he could supply, by good management, any deficiencies under which he might labor.

A little after ten in the morning the English bore down in order of battle, but when they came within a little more than musket shot, the enemy set their sails, apparently with the intention of crowding ahead of the English van. The battle was maintained on both sides for three hours with the utmost obstinacy, in which Sir George Rooke's ship, the St. George, the Royal Catharine, and the Shrewsbury suffered considerably. About two the enemy's van began to give way, as did, likewise, their rear soon afterwards. The battle, however, continued in the centre with undiminished fury till night. Several of the English vessels were obliged to leave the line, either because they were disabled, or in want of shot, which had been, in a great measure, expended at Gibraltar. About the middle of the action, the French admiral sent a 70-gun ship to board the Monk of 60 guns, commanded by Captain Mighells, who gave her such a warm reception, that she was obliged to sheer off after three attempts, in which the enemy were repulsed, notwithstanding her wounded men were each time taken off, and her complement renewed by the galleys. The engagement continued till seven in the evening, when the enemy bore away, and left the English fleet in a very shattered and disabled condition.

"This," says Sir George Rooke, in his journal, "was the sharpest day's service I ever saw. Every officer in the fleet performed his duty without the least umbrage or reflection; and I never observed the true English spirit more apparent in our seamen than on this occasion. Sir Cloudesley Shovel, and the other flag officers in our front and rear, say, the enemy did not behave themselves well in those quarters. I am sure

those in the centre did their duty very gallantly and heartily."

Sir Cloudesley's account perfectly coincides with that of the admiral. In his letter, he says, "the ships that suffered most in my division were the Warspite, Tilbury, and Swiftsure, the rest escaped pretty well, and I the best of all, though I never took greater pains in all my life to have been soundly beaten; for I set all my sails and rowed with my three boats a-head, to get alongside of the admiral of the white and blue; but he outsailed me, shunned fighting, and lay alongside of the little ships. Notwithstanding the engagement was very sharp, and I think the like between two fleets has never been in my time. There is hardly a ship but what must shift one mast, and some must shift all. A great many have suffered much, but none more than Sir George Rooke and Captain Jennings in the St. George."

During the night the wind shifted, and brought the enemy to windward, and though the British admiral endeavored the two following days to bring them to another engagement, they cautiously avoided fighting, and at last bore away for Toulon.

Considering the great and numerous disadvantages under which the English labored on this occasion, the result was as glorious as, under other circumstances, the most brilliant engagement would have been. Notwithstanding their disgraceful flight, the French, with that characteristic vanity and impudence, by which they have ever been distinguished, not only claimed the victory, but the Academy even caused a medal to be struck, which, however, serves only to pepetuate their own dishonor.

The loss sustained by the English in this action, was about 700 men, including two captains and two lieutenants. Five captains, 13 lieutenants, and about 1600 men were wounded. The Dutch ships had 400 men killed and wounded.

The loss of the French was still more considerable; upwards of 3000 men were killed, among whom were a rear-admiral and five captains. The Count de Thoulouse and a great number were wounded.—No ships were lost on either side.

After the battle, Sir George Rooke sailed to Gibraltar to refit, and leaving a squadron in the Mediterranean, under the command of Sir John Leake, he proceeded to England.

Enraged at the loss of Gibraltar, the Spaniards resolved to neglect no means for recovering that fortress, and demanded a French squadron to co-operate in their meditated attack. The Prince of Hesse, therefore, applied for succour to Sir John Leake, who was at Lisbon with the British fleet. On the 29th of October the admiral entered the Bay of Gibraltar. He arrived very opportunely, for preparations had been made by the enemy for storming the fort that night. His appearance was so sudden, that he surprised in the bay three French frigates of 42, 30, and 24 guns; a brigantine of 14; a fire-ship of 16; a store-ship full of bombs and grenades, and several smaller vessels.

Sir John remained some time cruizing before Gibraltar, as well for the purpose of harassing the enemy, as for the protection of the succours that were expected from Lisbon. On the 7th of December, the Antelope arrived

with seven transports under her convoy, and two days afterwards the Newcastle with seven more, having on board nearly 2000 land forces. These vessels had a very fortunate escape from a French fleet of 24 men of war, under the command of M. Pontis, whose ships, in order to decoy them, hoisted English and Dutch colors. The English made sail towards them, but were becalmed, and their suspicions being excited by the manœuvres of the enemy, they took advantage of a breeze and the darkness of the night to get out of their reach. The Prince of Hesse, upon the arrival of this reinforcement considered it no longer necessary that the fleet which was in very bad condition, should remain on that station, upon which the admiral sailed to Lisbon, to refit.

Sir George Rooke having resigned the naval command, Sir Cloudesley Shovel was appointed vice-admiral of England, and commander in chief of the fleet. Sir George Byng, who had been promoted vice-admiral of the blue, sailed from Plymouth with a squadron of cruizers, and a large fleet of outward-bound merchant ships. After he had seen the latter in safety out of the Channel, he stationed his squadron in such a judicious manner, that he not only effectually protected the English trade from the depredations of the enemy's privateers, but took from them, in a very short time, a frigate of 44 guns, twelve large privateers, and seven merchant-ships, richly laden from the West-Indies. By his success and good conduct, Sir George kept the channel clear of cruizers during the remainder of the year, and kept a considerable portion of the enemy's naval force shut up in the harbor of Brest.

The Spaniards having been joined by a body of French troops, in the mean time pushed the siege of

Gibraltar so vigorously, that the Prince of Hesse was obliged to send to Sir John Leake at Lisbon, requesting him to come immediately to his relief. On the 6th of March the British admiral, having been reinforced by Sir Thomas Dilkes with five men of war and a body of troops, left the Tagus with a fleet of 35 sail, 23 of which were English and the rest Dutch and Portuguese. On the 9th, at noon, he had sight of Cape Spartel; but not having light enough to reach the bay of Gibraltar, he thought proper to lie to, that he might not be discovered from the Spanish shore, as he intended to surprise the enemy in the bay early the next morning; but was prevented by bad weather from sailing so soon as he had designed. About half an hour past five, being within two miles of Cape Cabareta, he discovered five ships making out of the bay. A gun being fired at them from Europa Point, he concluded that the garrison was safe; upon which he immediately gave chace to the enemy, which proved to be the Magnanimous of 74; the Vaisseau of 86; the Ardent of 66; the Arrogant of 60; and the Marquis of 56 guns. They, at first, made for the African shore, but finding that the English gained upon them, they stood back towards the Spanish coast. At nine Sir Thomas Dilkes, in the Revenge, together with the Newcastle, Antelope, and a Dutch man of war, got within gun-shot of the Arrogant, which struck after a short resistance. Before one, the Ardent and Marquis were taken by two Dutch men of war, and the Magnanimous and Vaisseau were driven on shore. The former, on board of which was the French commander, M. de Pontis, struck with such force, that all her masts went by the board, and only her hull, from the taffrel to the midships, remained

above water, the enemy set her on fire in the night, as they did, likewise, to the Vaisseau the next morning.

After this action, the English squadron proceeded to Malaga, where the Swallow and Leopard drove on shore a French merchantman of about 300 tons, which was burned by the enemy. The rest of their squadron, having been blown from their anchors a few days before Sir John's arrival in the bay of Gibraltar, had taken shelter at Malaga, but hearing the report of his guns, cut their cables and made the best of their way to Toulon. The Spaniards now finding it in vain to continue the siege, turned it into a blockade, and withdrew their troops.

The grand fleet was, this summer, under the joint command of the Earl of Peterborough and Sir Cloudesley Shovel, and consisted of 29 sail of the line, besides frigates and other small vessels. They were ordered to proceed to the Mediterranean, in order to assist Charles III. of Spain. On the 20th of June they arrived at Lisbon, where they were joined by Sir John Leake, and the Dutch Admiral Allemonde. Having there taken on board his Catholic Majesty and the Prince of Hesse, who arrived from Gibraltar, it was resolved in a council of war to make an attempt on Barcelona, the capital of the province of Catalonia, which was represented as being well affected to Charles's interest. They accordingly appeared before that town on the 12th of August, and the troops were immediately landed, under the command of the Prince of Hesse and the Earl of Peterborough. On the 3d of September, Montjouic, a strong fort situated on a hill commanding the city, was taken by storm, with the loss of the gallant Prince of Hesse, who was shot through the thigh.

Eight of the ships of war were ordered to cannonade the place by sea, and the bomb-vessels in one day threw upwards of 400 bombs into the place. One of the shells which fell into the powder magazine, blew up the Duke de Popoli, the governor, with some of his best officers. The town held out till the 23d of September, when a capitulation was signed. The fate of Barcelona decided that of the whole province, which, with the exception of the town of Roses, immediately declared in favor of Charles.

Having accomplished this object, the British admiral, in consequence of the lateness of the season, returned to England, leaving part of the fleet in the Mediterranean, under the command of Sir John Leake.

The Elizabeth, of 70 guns, commanded by Captain Cross, was this summer taken in the Channel after a short resistance. On the 25th the captain was tried on board the Triumph by a court-martial, at which Sir GeorgeByng presided. It appeared, in evidence, that he might have saved the ship if he had animated his men and behaved with that spirit which he ought to have done. He alledged, in his defence, that he had not his full complement of men, that his surgeon was sick, that many of his crew were intoxicated, and would not do their duty. After a full hearing the court found him guilty of the charges, and sentenced him to be cashiered, to forfeit the arrears due to him, aud to remain a prisoner for life; but the latter part of the sentence was remitted.

Captain Cross, on every former occasion, had behaved in such a manner, as to acquire the character of an active, spirited, and diligent officer. He was never

restored to the service; a small pension was settled on him merely to preserve him from want, but that being found insufficient, he was at last reduced to such indigence, that out of compassion he was received into Greenwich hospital, in a private station. Here he lived many years as comfortably as it may be supposed that he could under such circumstances, and died in April, 1746.

Early in the spring Rear-admiral Sir William Whetstone was appointed commander in chief in the West Indies, for which station he sailed about the middle of March, with a squadron of five sail of the line and two frigates. He arrived at Jamaica on the 17th of May, where hearing that a squadron of the enemy was cruizing off Hispaniola, he detached the Montague to the coast of that island, while he himself proceeded to Carthagena to intercept several rich vessels which were shortly expected to leave that port. Being disappointed in this object, the admiral, after taking a French 46-gun ship, and two or three privateers, returned to Jamaica. Meanwhile the Montague fell in with two French men of war, of 48 and 36 guns. The captain bravely bore down, and engaged them both till night, when they sheered off. Being still in sight the next morning, he gave orders to chace and renew the action; but his officers and men refusing to obey, he was obliged to desist from the pursuit and return to Jamaica, where he submitted the affair to a court-martial, by which the officers were broke, and some of the men severely punished. The admiral immediately, on the arrival of the Montague, dispatched the Bristol and Folkstone in quest of the enemy; but the captains, solicitous only to make prize of the merchant-ships, suffered

the men of war to escape. For this scandalous neglect, Captain Anderson, the senior officer, was tried by a court-martial on his return to Jamaica, and dismissed the service.

In the spring of 1706, several acts of parliament were passed for the more speedily manning the navy. By these, justices of the peace, and other civil magistrates were empowered to make search after such seamen as concealed themselves, and were enjoined to deliver them up to such persons as were appointed to receive them. A penalty was attached to their concealment, and a reward offered for their discovery and apprehension.

Sir John Leake, who had repaired to the Tagus to refit his ships, received intelligence, while thus employed, that the galleons equipping at Cadiz were nearly ready for sea. He, in consequence, used the utmost dispatch, and on the 24th of February got under weigh, but the Portuguese having, in the mean time, laid an embargo on all vessels, refused to suffer him to pass. On account of this delay he did not reach Cadiz till the 28th, when he found that through the treachery of the Portuguese, the Spanish vessels had been apprised of his intention, and had sailed the preceding day with such a favorable wind, as rendered it impossible for him to overtake them. Upon this Sir John proceeded with his squadron to the Mediterranean, but contrary winds prevented him from entering the bay of Gibraltar before the middle of March. Having been joined by Sir George Byng, with a reinforcement from England, he sailed to the relief of Barcelona, where Count de Thoulouse had arrived with a French squadron to co-operate with the troops, who were besieging the town by land.

On Sir John's arrival the French admiral abandoned the enterprize, and retired with the utmost precipitation to Toulon; and two days afterwards the Duke of Anjou raised the siege, leaving to his rival all his cannon, camp-equipage, and military stores.

After this success the English commander sailed to Valencia and Carthagena, which he immediately reduced, and then proceeded to Alicant. That town was stormed by the boats of the fleet, but the castle continued to hold out till the 24th of August. In the succeeding month he compelled the islands of Ivica, Majorca and Palma, to acknowledge Charles III. as their sovereign, on which he returned to England, leaving Sir George Byng with a squadron at Lisbon.

A gallant action was performed in the Mediterranean on the 19th of April. Captain Mordaunt, son to the Earl of Peterborough, was proceeding to Genoa with his ship, the Resolution, on board of which were the earl himself, and his Catholic Majesty's envoy to the Duke of Savoy, when he was chased by six large French ships of war. The Earl and Envoy, in order to avoid being taken, went on board the Milford frigate, and escaped into Oneglia. The Resolution had been much shattered in a heavy gale a few days before, and the enemy soon came up with her. Notwithstanding the great inequality of force, the English captain made a gallant defence, and, at length, by the advice of his officers, ran the ship on shore, under the guns of a Genoese fort, which, however, afforded him not the least protection. The brave Captain Mordaunt being wounded, was carried on shore, and soon afterwards the French commander dispatched all the boats of his squadron under the cover of a 70-gun ship, for the pur-

pose of boarding the Resolution; but they were repulsed in the attempt, and obliged to return to their ships. An 80-gun ship next morning brought up on the stern of the Resolution, and opened a heavy fire upon her. The officers finding it impossible to save the vessel, with Captain Mordaunt's consent set her on fire, to prevent her falling into the hands of the enemy. The crew got safe on shore.

On the 30th of May, Sir Stafford Fairborne was sent with a squadron to Ostend, to co-operate with the land forces, under Auverquerque, who was detached by the Duke of Marlborough to besiege that town. The necessary preparations being made, the trenches were opened on the 17th of June, and on the 22d a general attack took place by land and sea. It was kept up with such spirit and fury, that the town was set on fire in several places, and reduced nearly to a heap of ruins. On the 25th the governor capitulated, but the vessels which lay in the harbor were not included in the capitulation, and consequently fell into the hands of the conquerors. They consisted of three ships of 70, 50, and 40 guns, six vessels of inferior force, and upwards of 40 merchantmen, which the English carried off in triumph.

On the 1st of May, 1707, the trade to Portugal and the West Indies, sailed from the Downs under convoy of the Royal Oak of 74, and the Hampton Court and Grafton of 70 guns each. The next day being about six leagues to the westward of Beachy-head, they fell in with a French squadron, consisting of nine ships of the line, and many privateers mounting between twenty and thirty guns, commanded by M. Forbin. The English commodore immediately formed a line to receive

the enemy, and took into it five of his stoutest merchant-ships, that by their assistance he might be enabled to continue the contest the longer, and afford the convoy time to escape. After maintaining the engagement for two hours and a half, the Grafton was boarded by three men of war, to which, after a most gallant defence, she was compelled to strike. Captain Acton, who commanded her, was killed. The same fate attended Captain Clements, of the Hampton Court, which ship being attacked by three of the enemy's vessels, disengaged herself with great difficulty, but as she was bearing away, she was met by two fresh ships, and after having lost her main-mast and fore-top-mast, was obliged to surrender. The Royal Oak, Captain Wilde, bore down to her assistance, but finding her ensign struck, his own ship having eleven feet water in the hold, and being much shattered, he made the best of his way to save himself. In the engagement that vessel had received several shots under water, from two French men of war, which were on board her at the same time; but which met with such a warm reception, that they were forced to sheer off, much disabled. While the men of war were thus engaged, the enemy's frigates and light ships took 21 merchantmen; which, with the two men of war, they carried into Dunkirk. It is related, that while the French were plundering the Hampton Court, a midshipman conveyed Captain Clements, who was mortally wounded in the belly, into the long-boat, into which himself, with seven of the crew, crept through the ports; and that cutting the boat adrift they concealed themselves under the thawtes till they were out of the reach of the ships, when, taking to their oars, they arrived safe in Rye harbor. The

Royal Oak, ran on shore near Dungeness, but was soon afterwards got off, and arrived, without farther accident, in the Downs.

The damages sustained in this action by the Royal Oak, were scarcely repaired, when that vessel, together with the Cumberland and Devonshire of 80 guns, and the Chester and Ruby of 50, was appointed to escort a numerous and valuable fleet of merchant-men bound to Lisbon. On the 10th of October, the very day after they sailed, they fell in off the Lizard with the united squadrons of the Count de Forbin and Duguai Trouin, consisting of twelve, or according to some, fourteen sail of the line. The commodore, immediately, took every measure that prudence and the most resolute intrepidity could suggest, for the protection of his convoy, as well as for the support of his country's honor. The English ships, in the hope of facilitating the escape of the merchantmen, fought with the most determined obstinacy. About noon M. Duguai Trouin, supported by his two seconds, attacked Commodore Edwards, in the Cumberland. In less than an hour his ship had lost her fore-mast, mizen-mast, and bowsprit, so that she was reduced to a perfect wreck, and obliged to surrender. The Devonshire was blown up, and the other men of war, after maintaining this unequal contest till most of their convoy had escaped, were obliged to strike, with the exception of the Royal Oak, which, though much disabled, got safe into Kinsale.

But a misfortune of still greater importance soon afterwards befel the nation in the loss of Sir Cloudesley Shovel, with four ships of his squadron, on their return from the Mediterranean, where he had commanded

during the summer. The Association, the admiral's ship, struck in the night upon the rocks, called the Bishop and his clerks, near the Scilly islands, and every soul on board perished. The Eagle of 70 guns, Captain Hancock, and the Romney of 50, Captain Coney shared the same fate. The Fire-brand fire-ship was likewise lost, but Captain Percy and 24 of the crew saved themselves in their boat. Lord Dursley, in the St. George, had struck upon the same rocks, but fortunately got off again. The body of Sir Cloudesley Shovel was the next day found on the shore, and buried with the others in the sand, but was soon afterwards taken up and interred in Westminster Abbey, where Queen Anne ordered a magnificent monument to be erected to his memory.

"There is a particular circumstance," says a late naval historian, "relative to the death of this gallant admiral, which being known only to very few, is the more interesting. The admiral was not drowned, but after having reached the shore in safety, was, according to the confession of an old woman, treacherously and inhumanly murdered by her. This atrocious act she revealed many years afterwards, when on her death-bed, to the minister of the parish, who attended her; declaring she could not die in peace till she had made this confession. She acknowledged having been led to commit the horrid deed for the sake of plunder, and that she had then in her possession, among other things, an emerald ring, which she had been afraid to sell, lest it should lead to a discovery. This ring, which was then delivered to the minister, was by him given to James Earl of Berkeley (in the possession of whose family it still remains) at his particular request; Sir

Cloudesley Shovel and himself having always lived on terms of the utmost intimate friendship." The writer states the authority from which he received the above account, for which he acknowledges himself indebted to Lord Romney, the grandson of Sir Cloudesley; so that there is little reason to question its authenticity.

In the month of September of this year, an action took place near the mouth of the Thames, the account of which we cannot refuse ourselves the satisfaction of introducing. Though some of the particulars may be inaccurate, yet the testimony in favor of the unparalleled gallantry of an English officer, can scarcely be questioned, as it comes from the pen of a national enemy, and relates, besides, to an affair in which his own countrymen were concerned.

"Thomas Smith," who had once commanded a sloop of war, in her majesty's service, and had been broken at a court-martial for irregular practices, went to France and offered his services to Lewis XIV, against his native country. Smith burning with rage against England, had his head filled with nothing but schemes for annoying it: among the rest he proposed to the French court to burn Harwich, provided six galleys were placed under his command. The king approved his project, and gave orders to Commodore Langeron at Dunkirk to follow Captain Smith's instructions in the whole of the expedition, and to the intendant to furnish him with whatever was requisite for carrying it on. Every thing being in readiness, says the French writer, we put to sea on the 5th of September, in a fine clear morning, and arrived off Harwich, without using our oars, about five in the evening. But Smith being of

opinion that we were too early, and might be discovered if we came too near the shore, ordered us to stand off to sea till night, in order to make our descent when it was dark. We had not lain to half an hour, when the man at the mast-head cried out, a fleet to the north, steering west, 36 sail, merchant built, and escorted by a small frigate of about 30 guns. It was, in fact, a fleet of merchant-ships which had left the Texel, and were making for the mouth of the Thames.

"Our commodore immediately called a council of war, in which it was concluded, that without regarding Harwich, we should endeavour to make ourselves masters of the fleet; that this would be doing the king better service than burning Harwich, for which an opportunity would every day offer; whereas such a rich booty as this might seldom occur. These reasons, however, had no influence with Captain Smith, who protested against the resolutions, declaring that his Majesty's orders ought to be obeyed, without being drawn away by any different enterprize, and that we should steer to the south to avoid being seen by this fleet.

"The council of war, however, persevered in their resolution, and the result of their deliberation was, an order to the six captains to attack this fleet. They made all possible haste with both sails and oars, and as we mutually approached each other we soon met.

"Our commodore had given orders to four of the galleys to get round, if possible, and secure the merchant-ships, while our galley which was the commodore, and that of Chevalier Mauvilliers were to attack the frigate which convoyed them. In pursuance of these dispositions, four of the galleys took a compass to surround the

merchantmen, and to cut off their entrance into the Thames, while we bore away to attack the frigate. The captain of the latter perceiving our design, and the danger which threatened his convoy, took his measures accordingly. He had the character of being one of the most resolute, yet prudent officers in the British navy; and his conduct on this occasion did not belie it. He ordered the merchantmen to croud all the sail possible, to get into the Thames; not doubting, for his own part, but that he should be able, with his little frigate, to cut out work enough for six French galleys; and let the result of the engagement be what it might, he was determined not to yield till he saw all the ships of his convoy in safety. Conformably to this resolution, he spread his sails, and bore down upon us, as if he intended to be the aggressor.

"Of the two galleys ordered to attack the frigate, our's alone was in a capacity to begin the engagement, as the other had fallen back at least a league behind us, either because she did not sail so fast as we, or her captain chose to let us have the honor of striking the first blow. Our commodore who seemed in no wise disturbed at the approach of the frigate, thought our galley alone would be more than a match for the Englishman, but he soon found that he was rather deceived in this conjecture.

"As we mutually approached each other, we were soon within cannon shot, and accordingly the galley discharged her broadside. The frigate, silent as death, approached us without firing a gun, but seeming steadily resolved to reserve all her terrors for a closer engagement. Our commodore, however, mistook English resolution for cowardice. 'What,' cried he, 'is

the frigate weary of carrying English colors? And does she come to surrender without a blow?' This sneer was premature. We still kept approaching each other, and were now within musket-shot.

"The galley incessantly poured in her broadside and small arms, the frigate, in the mean time, preserving the most dreadful tranquillity that imagination can conceive. At last the Englishman seemed all at once struck with a panic, and began to fly. Nothing gives more spirits than a flying enemy, and nothing was heard but boasting among our officers. 'We could at one blast sink a man of war, that we could, and with ease too. If Mr. English does not strike in two minutes, down he goes, down to the bottom.' All this time the frigate was preparing in silence for the tragedy that was about to follow. Her flight was only pretended, and for the purpose of enticing us to board her in her stern, which being the weakest part, is that which galleys generally chuse to attack. Against this quarter they endeavor to drive their beak, and then generally board the enemy, after having cleared the decks with their five pieces of cannon. The commodore, in such a favorable juncture as he imagined the present to be, ordered the galley to board, and directed the men in the helm to bury her beak, if possible, in the frigate. All the sailors and soldiers stood ready with their sabres and battle-axes to execute his commands. The frigate perceiving our intention, dexterously avoided our beak, which was just ready to dash against her stern; so that instead of seeing the frigate sink in the dreadful encounter, we had the mortification to behold her fairly along side of us; an interview which struck us with terror. Now it was that the English captain's courage was con-

spicuous; as he had foreseen what would happen, he was ready with his grappling irons and fixed us fast by his side. His artillery, charged with grape-shot, began to open upon us; all on board the galley were as much exposed as if upon a raft; not a gun was fixed that did not do horrible execution, and we were so near as even to be scorched by the flames. The English tops were filled with sailors, who threw hand-grenades among us like hail, that scattered wounds and death wherever they fell. Our crew now no longer thought of attacking, they were even unable to make the least defence. The terror was so great as well among the officers as common men, that they seemed incapable of resistance. Those who were neither killed nor wounded, lay flat and counterfeited death, in order to save their lives. The enemy, perceiving our fright, to add to our misfortune, boarded us with forty or fifty men, hewing down all that ventured to oppose them, but sparing the slaves who made no resistance. After thus cutting away for some time, they were at length repulsed by our still surviving numbers, but continued to pour infernal fire among us.

"The Chevalier Langeron, seeing himself reduced to this extremity, and great part of his crew either killed or wounded, was the only person on board who had courage to wave the flag of distress, in order to call the other galleys of the squadron to his aid.

"The galley which had lain astern was soon up with us, and the other four which had nearly made prize of the merchantmen, upon seeing our signal and perceiving our distress, quitted their prey to come to our assistance. In consequence of this, the whole fleet escaped

in safety into the Thames. The galleys rowed with such swiftness, that in less than half an hour the whole six had surrounded the frigate. Her men were no longer able to keep the deck, and she presented a favorable opportunity for being boarded. Twenty five grenadiers from each galley were ordered on this service. They met with no opposition in boarding, but scarcely were they crowded on the deck, when they were again saluted in the true English style. The officers of the frigate were entrenched in the forecastle and kept up an incessant fire on the grenadiers. The rest of the crew, likewise, did all the execution they could through the gratings, and at last cleared the ship of the enemy. Another detachment was ordered to board, but with no better success: however, it was at last resolved, with hatchets and other proper instruments to lay open her decks, and by that expedient make the crew prisoners of war. This measure was executed with extreme difficulty; and in spite of their fire, which killed many of the assailants, the crew of the frigate were at last obliged to surrender. The officers were still in possession of the forecastle, and kept up as brisk a fire as before. It was found necessary to overpower them in the same manner, and this was not effected without loss. The whole of the ship's company, excepting the captain, were made prisoners. Taking refuge in his cabin, he fired upon us with the utmost obstinacy, swearing that he would spill the last drop of blood, before he would see the inside of a French prison. The officers, who had by this time been carried on board us, described their captain as a man perfectly fool-hardy, as one determined to blow up the frigate, rather than strike, and painted his resolution in such strong colors, that

even the conquerors trembled. Every one now expected to see the frigate blown up, while they themselves must share the danger of such a terrible neighborhood. The way to the powder-room led through the cabin, of which the captain still remained in possession, and the explosion of the frigate must have been attended with the most fatal effects to the six galleys. In this extremity it was concluded to summon the captain in the gentlest terms, and to promise him the kindest treatment if he would surrender. He only replied by firing as fast as he could.

"At length it was found necessary to resort to the last expedient, for taking him dead or alive. A serjeant and twelve grenadiers were ordered with bayonets fixed to break open his door, and to kill him if he refused to surrender. The serjeant, at the head of his detachment, would soon have burst the door, but the captain who was perfectly prepared, shot him through the head. The grenadiers, apprehensive of the same fate, betook themselves to flight, nor could all the persuasions of their officers prevail upon them to renew a contest apparently so unequal. They alledged in their vindication, that as they could advance into the room only one at a time, the captain would kill them all one after another. Recourse was again had to gentle methods; intreaty was employed, and at length had the desired success.

"All this seeming resolution, this conduct, which appeared rather the effect of madness than of prudence, was artfully assumed, only to prolong the engagement till the merchant ships were in safety, which, when the English captain perceived from his cabin window, he began to listen to reason. Still to prolong the time as much as possible, he threw another obstacle in the way;

alledging, that it was beneath him to deliver his sword to any other than the commodore, and desiring that he would come down to receive it; adding, that brave men should only be the prisoners of each other. A truce was accordingly agreed upon, till his demand should be reported to the commodore, who sent word back, by his second lieutenant, that a commander ought never to quit his post or his ship. At length, despising ceremony, when it could be no longer useful, the captain surrendered his sword without farther parley, and was immediately carried before the commodore, who could not forbear testifying some surprise at the diminutive figure, which had made such an extraordinary uproar.

" He was hump-backed, pale-faced, and as deformed in person, as beautiful in mind. Our commodore complimented him on his bravery, adding, that his captivity, and the loss of his ship was but the fortune of war, and that he should have no reason to regret being his prisoner. ' I feel no regret,' replied the little captain, ' my duty enjoined me to defend my charge, though with the loss of my vessel. In what light my services may be regarded at home, I neither know nor care. I might, perhaps, have acquired more honor in the eyes of some, by saving his Majesty's ship by flight; and I should certainly have had more profit, as I should still be continued in command. But this consolation remains, that I have served England faithfully. I cannot feel any private loss by an action which enriches the public and contributes to the welfare of my country. Your kind treatment of me may not perhaps be without its reward. Though I should never have the opportunity of making you a return, you will find some of my country-

men who have gratitude; and that fortune which now puts me into your power may one day place you in their's.'

"The noble boldness with which he spoke, charmed the commodore, who returned his sword, adding, very politely: 'Take, Sir, a weapon, no man deserves better to wear. Forget that you are my prisoner. But, remember, I expect you for my friend.' There, was soon, however, some reason to repent of this indulgence, for the consequence of returning his sword had nearly proved fatal. The captain being introduced into the cabin of the galley, there beheld Smith the traitor, whom he instantly knew. These two could not remain long in each other's company, without feeling those contrary emotions excited by the highest degree of virtue and vice; and the little captain burned with the desire of taking vengeance for his country, on its betrayer. Rushing towards him, he drew his sword to plunge it into Smith's breast, exclaiming: 'Perfidious traitor, since the hand of justice cannot inflict the death you merit, take it from mine!' The commodore, fortunately for Smith, was near enough to prevent the captain's design, to the great regret of the latter, who vowed that he should have been better pleased with such an action than if he had taken the six galleys. Smith represented to the commodore that it was highly improper the prisoner should remain in the same galley with him, and begged he might be removed to another. This the commodore refused, alledging, that as he was his prisoner, he must remain where he was, but that captain Smith had his choice of any of the other five galleys. We took possession of our prize, which was called the Nightingale."

We have been more particularly induced to give the above detailed account of this brilliant action, because no notice is taken of it by any of our naval historians. It is, however, corroborated, by collateral circumstances, for we find them all agree in their statement of the re-capture of the Nightingale, at the end of the same year. It appears that Smith, was appointed, by the French, commodore to the command of the prize, which was fitted out as a privateer, and at the end of the same year, sailed on a cruize in company with the Squirrel, which had likewise been taken by the enemy. On the 30th of December, Captain Haddock, in the Ludlow Castle, fell in with these two frigates, each of which carried as many men as his ship. He immediately bore down to the attack,and the enemy lay to till he was within gun-shot, when they made sail from him before the wind. At eleven at night he came up with the Nightingale and took her, and the captain of the Squirrel seized the opportunity to make his escape, while Captain Haddock was engaged in securing the prize. In the Nightingale were taken Smith, and several English traitors, who suffered that fate which their crimes deserved. It is worthy of remark that, in confirmation of the preceding account, a note in a list of the navy says, Smith was hanged for an attempt to burn Harwich.

The French having fitted out an expedition at Dunkirk for the purpose of a descent in Scotland in favor of the Stuart family, took advantage of Sir John Leake's absence with the main fleet and put to sea. Sir George Byng, who had been blown from his station off that coast, immediately proceeded in pursuit of this arma-

ment, which he chased as far as the Frith of Edinburgh; but the Count de Forbin, who commanded it, manœuvred so dexterously, as to effect his escape with the loss of one ship, the Salisbury, an English prize then in the French service, with several persons of quality on board, who had followed the fortunes of the exiled king.

ACTION IN THE WEST-INDIES.

Commodore Wager, who had been sent, in April, 1707, as commander in chief to the West Indies, received advice in the spring of the following year, that the Spanish galleons, laden with treasure were about to sail from Carthagena, to Porto-bello, on their way to the Havannah. He was then lying in the harbor of Port Royal, but immediately put to sea, with the Expedition, Kingston, and Portland of 60 guns, accompanied by the Vulture fire-ship. With these vessels he cruised till the 28th of May, at noon, when the galleons, in all 17 sail, were discovered from his top-mast-head. The enemy apparently confiding in their superiority of number, kept on their course without shewing any solicitude to escape. The commodore chased them till evening, when finding they could not weather the island of Baru, which lay between them and Carthagena, they resolved to dispute the matter; stretching, therefore, to the northward with an easy sail, they drew out, as well as they could, into a line of battle. The three most valuable ships were distinguished by carrying flags. The largest, mounting 64 brass guns, and having on board nearly 700 men, carried a white pendant, and was placed in the centre; the van was led by a ship mounting 44 guns, with the same kind of pendant at her mizen-top-mast head; and the vice-admiral carrying 64 brass guns, with a pendant at her fore-top-mast head,

brought up the rear. These three ships were at the distance of about half a mile from each other, the intervals being occupied by the other vessels of the fleet. Two of these were French ships of 30 and 24 guns, both of which ran away at the commencement of the action; two Spanish sloops and a brigantine likewise stood in for the land, and made their escape; so that the force against which the commodore and his two seconds had to contend, still consisted of twelve ships.

The commodore instantly made his disposition, and resolving himself to attack the admiral, he gave orders to Captain Bridges, of the Kingston, to engage the vice-admiral, and sent his boat to the Portland, commanded by Captain Windsor, with directions to attack the rear-admiral.

The sun was just setting, when commodore Wager came up with the Spanish admiral, and commenced the engagement, which continued an hour and a half, when the latter blew up. This accident not only disappointed the English commander of his prize, but the flaming fragments of the wreck, which descended upon the Expedition, threatened to involve her in similar destruction. She, however, fortunately escaped without damage. The Spaniards now began to separate, upon which the commodore made the signal for his ships to close. He endeavored to keep sight of the enemy, but could only discover one of their vessels, which proved to be the rear-admiral. He pursued and at ten at night brought her to action. Though it was so extremely dark that he could not discern which way her head lay, he poured his whole broad-side into the Spaniard's stern, by which she was so much damaged, as to be prevented from making sail. He then got to windward of the enemy,

and the Kingston and Portland coming up, assisted to take the rear-admiral, which struck about two in the morning.

Before sun-rise he discovered one large ship on his weather-bow and three sail upon the weather-quarter, at the distance of three or four leagues. His own ship having received considerable damage was unable to pursue, them and being besides encumbered with his prisoners, and his prize, he made a signal for the Kingston and Portland to chace.

The commodore was, meanwhile, employed in refitting the Expedition and her prize. On the 31st he was joined by the Portland and Kingston, the captains of which informed him that the ship they had chased was the vice-admiral, which they had pursued so far among the shoals of Salmadines, off Carthagena, that they were obliged to tack and leave her, although they had been so near as to fire their broadsides into her. Their failure in this attempt excited suspicions in the commodore relative to the conduct of his captains. Hearing, however, that one of the galleons, a vessel of 40 guns, had taken shelter in the island of Baru, he directed them to go and either take or destroy her. She was just coming out when the Kingston and Portland appeared, upon which the crew ran her ashore, and burned her. The whole loss sustained by the English in this action, was two men killed and nine wounded on board the Expedition.

On the 2nd of June, Commodore Wager finding his water and provisions run short, set his prisoners on shore in the island of Baru, and proceeded to Jamaica. On the 8th he brought his prize in safety into the harbor of Port Royal, where he found the Act of Parliament

relative to the distribution of prize-money; for, before this period, there was no regular system for regulating the division of property taken from the enemy. On this occasion the commodore exhibited an uncommon instance of disinterestedness and integrity. Though he had suffered the men to plunder the prize in the manner formerly practised, he now appointed agents in compliance with the act, and ordered Captain Long to deliver up specie and effects to the value of thirty thousand pounds, which he had seized between decks for his own and the commodore's use. He, likewise, transmitted intelligence to England, that cruizers might be sent out to wait for the galleons which had escaped: and being dissatisfied with the conduct of his two captains, Bridges and Windsor, they were tried by a court-martial, held on board the Expedition, on the 3d of July, and dismissed from the service for neglect of duty.

The Spanish admiral which was blown up in the engagement, is said to have had on board, seven millions sterling in gold and silver. Only seventeen of her crew were saved, being picked up on a fragment of the wreck the day after the accident. The vice-admiral, which escaped, was loaded with specie and bullion to the amount of six millions, while Commodore Wager's prize had only 13 chests of pieces of eight, and 14 sows of silver. The cargoes of the rest of the galleons consisted principally of cocoa.

ACTIONS OFF THE LIZARD.

On the 25th of February, 1709, Captain Tollet, in the Assurance of 70 guns, with the Sunderland of 60, the Hampshire and Anglesea of 50 guns each, sailed from

Cork, with the trade from that port, and being joined by the Assistance of 50 guns, with the merchantmen from Kinsale, proceeded on his voyage to England. The Sunderland and Anglesea, together with some of the merchantmen, had parted company, when about five in the morning of the 2nd of March, being about eight leagues S. S. W. of the Lizard, Captain Tollet fell in with a French squadron, consisting of one ship of 70, two of 50, and one of 40 guns, under the command of M. Duguay Trouin, which bore down upon him in a line. He made the signal for the merchant-vessels to provide for their own security, and drew up his ships in order of battle to receive the enemy. About eight the French commodore ranged alongside the Assurance, and fell aboard her, so that they engaged yard-arm and yard-arm, for nearly half an hour. During this engagement, the Frenchman plied his antagonist so warmly with small shot, that most of the seamen and marines, quartered on deck, were killed or wounded. The Assurance, however, kept up such a vigorous cannonade, that he was obliged to sheer off, upon which he stood away towards the merchantmen. The three other ships then bore down to the attack, but met with such a warm reception from the crew of the Assurance, that after exchanging a few broadsides they followed their commodore. The Assurance had, by this time, received so much damage in her sails, rigging, and hull, that she was utterly incapable of pursuing them. All possible dispatch was made in refitting her, which, with the bending a new fore-sail and fore-top sail, took up some time. The three ships then bore down to the protection of the convoy; but the enemy declined renewing the engagement, and sheered off with five merchantmen

which they had taken. In this spirited encounter the gallant Captain Tollet was wounded. Though he had been four months sick, yet, on the appearance of the French ships, he ordered himself to be carried upon deck, in a chair. The first lieutenant, likewise, received a ball in his leg, but as soon as his wound was dressed, he immediately returned to his quarters. The second lieutenant and 24 men were killed on board the Assurance, and 53 wounded. The Assistance had eight killed and twenty-one wounded; among the latter was Captain Tudor, her commander, who expired soon after the action. The French ships were much damaged, and lost a great number of men; out of their five prizes three only got into port, the other two being wrecked on the English coast.

Lord Dursley, who commanded a squadron in the channel, after having seen the Lisbon trade safe as far as he was directed; on his return, fell in, on the 9th of April, with the Achilles and the Glorieux, two French ships, under the command of M. Duguay Trouin, who had the preceding day taken the Bristol of 50 guns. His lordship immediately gave chace, retook the Bristol, which, having received a shot in her bread-room, sunk soon afterwards; but all her crew, excepting twenty persons, were saved. The Achilles, though much shattered, escaped, in consequence of her swift sailing, but the Glorieux of 44 guns and 312 men was taken. In this action, Lord Dursley had about seventy men killed and wounded.

On the 18th of May, a very gallant action was fought near the same place, by Captain Walter Ryddell in the Falmouth of 50 guns. He had under his care, several ships laden with masts, from New England, when he

was attacked, about twenty-four leagues from Scilly, by a French 60-gun ship. Perceiving that the enemy intended to board him, Captain Ryddell filled his head-sails, and laid her on board under her bowsprit directly athwart hawse, raking her fore and aft. In this situation they remained an hour and a half, during which time the Falmouth was several times boarded by the enemy, who were as often repulsed. At length the Frenchman conceiving, from the shattered state of the Falmouth's rigging, that she would be prevented from following him, made sail and stood after the merchantmen. Captain Ryddell, however, refitted with such expedition, as to rescue his convoy, which he brought safe into Plymouth. In this action the Falmouth had thirteen men killed and fifty-six wounded. Among the latter was Captain Ryddell himself, and his second lieutenant was shot through the body. The Falmouth had on board 20,000l. of New England money at the time of the engagement.

Government having received intelligence that the French commander, Duguay Trouin was at sea, with a strong squadron, for the purpose of intercepting the homeward-bound West India fleet, Lord Dursley was, on the 8th of October, dispatched to cruize in the Soundings, for its protection. During this cruize a sail was discovered, which his lordship ordered Captain Hughes, in the Winchester, to chace. She proved to be a large Dutch privateer, whose commander, on being required, not only refused to pay the respect due to the English flag, but discharged a broadside into the Winchester. An obstinate conflict ensued, in which the

Dutch commander, and between thirty and forty of his men were killed. After cruising about three weeks, Lord Dursley fell in with the Barbadoes fleet, and having seen it safe into the Channel, returned to his station.

The West India fleet under convoy of five men of war, having, towards the conclusion of the same month, arrived within 150 leagues of the Lizard, was dispersed by a violent storm, in which the Newcastle lost her main-mast, and with great difficulty got into Falmouth. Two other ships of the convoy, the Glocester of 60, and the Hampshire of 50 guns, soon after this accident fell in with a French squadron, under Duguay Trouin. The latter, immediately attacked them; the English ships defended themselves with the utmost obstinacy, but after a long and unequal conflict, the Glocester was compelled to strike. The Hampshire manœuvred so skilfully as to escape the enemy, and arrived safe in port, though in a very crippled state.

Rear-admiral Wager still continued to afford effectual protection to the British commerce in the West Indies, and omitted no opportunity of harassing the enemy. In the spring he sent Captain Hutchins, who had been promoted to the command of the Portland, in the room of Captain Windsor, to cruise off Porto Bello. On the 3d of May, about eight in the morning he discovered two French ships to windward, which, as if confiding in their superiority, bore down upon him with a great appearance of resolution, and, as they passed, fired some guns but at too great a distance to do him any injury. The enemy then wore and stood off. Captain Hutchins pursued them the whole night, and at eight the next morning was so near one of the ships as to bring her to

an engagement. After they had fought for some time, the other vessel came up and opened a brisk fire upon the Portland, pointing her guns so as, if possible, to disable her masts and rigging, but without producing the desired effect. Finding that he had the advantage of the ship which he had first engaged, Captain Hutchins attacked her with renewed vigor, but having the misfortune to lose his main-top sail-yard, the enemy got a-head of him. He, however, pursued them with all the speed his crippled situation would admit, at the same time using every possible exertion to refit his ship. During the following day, a continual calm, together with the damage he had sustained, prevented him from getting near enough to renew the engagement. This object he could not accomplish till the morning of the 6th. After an action, which was maintained with the utmost obstinacy for several hours, one of the enemy's ships struck. She proved to be the Coventry of 50 guns, formerly in the British service. Her first captain was killed, the second wounded, and the enemy had about seventy men killed in both the ships. Her consort, which escaped, was the Mignon, which had been so much disabled in the first engagement, that it was thought necessary to remove the treasure she had on board into the Coventry. The specie found in the latter amounted to 20,000 pieces of eight. In this action Captain Hutchins, whose whole complement of men did not exceed 230, had only nine killed and twelve wounded.

In the autumn Admiral Wager was ordered home, when the command of the squadron devolved on Captain Tudor.

No naval transaction worthy of notice occurred till the month of July, 1710, when Admiral Aylmer, who

had been appointed commander in chief of the fleet, was ordered to cruize in the channel for the protection of the trade. On the 29th he fell in with a small French convoy bound for Martinico and Newfoundland, under the care of the Superbe of 56 guns, and the Concorde of 30. He immediately ordered the Kent, Assurance, and York to chace. The Kent of 70 guns, Captain Johnson, came up with the Superbe, which, after a smart action of one hour, was obliged to strike. On account of the haziness of the weather, only one of the merchantmen was taken, the others, thirteen in number, making their escape, together with the Concorde.

Sir John Norris having, this year, been appointed to the chief command in the Mediterranean, assisted in taking the towns of Cette and Agde, on the coast of Languedoc. Standing into Hieres Bay, he discovered a French man of war of 56 guns, lying under the protection of three forts. The admiral immediately detached some frigates to destroy or bring her off. This service they performed with such spirit, that both the forts and the ship were soon abandoned and destroyed, with the loss of 35 men killed and wounded by the explosion of a train of powder, which the French had laid in the ship before they left her.

On the 3d of May, Captain Cleveland cruizing in the Suffolk, off Messina, fell in with and took the French ship, Le Gaillard, pierced for 56, but mounting only 38 guns. Not long afterwards the Moor was taken by the Breda and Warspight. She carried 60 guns and being a very fine ship, was added to the royal navy.

On the 29th of December, the Pembroke of 60 guns, commanded by Captain Rumsey, and the Falcon of

32, Captain Constable, being detached on a cruize by Sir John Norris, fell in with three French ships of war. They at first conceived them to be English vessels, but, upon a nearer approach, discovering their error, they stood from them with all the sail they could make. There was unfortunately very little wind, and the enemy gained upon them. The Thoulouse of 70 guns first came up with the Pembroke, and in less than half an hour was joined by the other two, carrying the one 60 and the other 50 guns. The Pembroke made a most obstinate defence against this very superior force. She was at length compelled to strike, but not till she had lost her commander the gallant Captain Rumsey, and 140 of her crew were killed and wounded. The two smaller ships then pursued the Falcon; but Captain Constable undauntedly fought both his enemies for some time, and did not surrender till he was himself dangerously wounded, and had no more than 16 men able to stand to their quarters.

In the summer of this year a small squadron was sent, under the command of Captain George Martin, to attack the French settlement in Nova Scotia. A regiment of marines sailed in this expedition, from England, under the command of Colonel Francis Nicholson. The commodore first proceeded to Boston, where he was joined by thirty-one transports, carrying about 2000 land-forces, with which, on the 24th of September, he came to an anchor in the harbor of Port Royal, the capital of Nova Scotia. The troops were landed the next day, and the French, after little resistance, capitulated on the 2d of October. The English took possession of the town, to which Captain Martin gave the name of Annapolis, in honor of her Majesty.

The commerce of France, this year, sustained very great injuries on the American coast, where upwards of fifty merchant-ships were taken by British cruizers. In Newfoundland, where, notwithstanding their recent losses they had again established themselves, the enemy were equally unfortunate. The Rochester, Captain Aldred, in conjunction with the Severn and Portland, commanded by Captains Pudner and Purvis, visited the harbors of that island, and destroyed all the French settlements on shore. Seven ships, mounting from 12 to 30 guns, were taken or burned, and only two smaller vessels escaped.

The act for registering seamen, passed during King William's reign, was repealed. Though many plans have since been proposed to supersede the obnoxious method of pressing for the naval service, unfortunately none has hitherto been adopted.—By an act passed this year, any seaman in the merchant-service, who had been disabled in defending or taking any ship, was declared qualified to be admitted into Greenwich hospital.

On the 27th of June, 1711, the Advice of 46 guns, commanded by Lord Duffus, fell in with eight privateers of the enemy, off Yarmouth. One of the best sailers came up close to him, but not chusing to engage singly, shortened sail and waited for the arrival of the others. About ten in the morning five of them came along-side of the Advice, and hoisted French colors. At eleven they commenced the attack, most of them lying on the quarters of the Advice, relieving each other, while the rest kept astern, so that they maintained a continual fire. In half an hour her sails were torn to pieces, and she had not a brace or bowling left. Her masts were much

wounded and most of the shrouds cut; but yet Lord Duffus, with undaunted intrepidity, continued the engagement, keeping his ship under way. At length, after a most vigorous defence, his lordship, overpowered by numbers, having himself received five balls in his body, and two-thirds of his men being killed and wounded, was obliged to surrender. He was carried in great triumph into Dunkirk, where the captors inhumanly stripped both the officers and men of their wearing apparel, and but for the humanity of the inhabitants, they would have been left nearly naked.

Unfortunately his country was, not long afterwards, deprived of the services of this gallant nobleman. He was one of those who, in the year 1715, espoused the cause of the Pretender, for which he was attainted by parliament, and committed to the Tower. He was, however, included in the act of grace, passed the following year, but, having forfeited his title and estate, together with all hopes of preferment in the naval service, he retired to Russia, where he was immediately honored with the rank of a flag officer, and in which country he is supposed to have died.

The French government convinced by repeated misfortune and defeat, of the folly of equipping large fleets, which had never been able cope with those of England, had long since changed their system of naval warfare. They had for some years contented themselves with sending out occasionally small squadrons and single ships, in order to keep up the spirits of the people, by the depredations these cruizers enabled them to commit on the British commerce. To this policy they adhered during the remainder of the war, in which no

naval action of a decisive or important nature occurred.

Sir John Norris, who commanded in the Mediterranean, having detached the Lion of 60 guns, Captain Galfridus Walpole; the Severn of 50, Captain Pudner; and the Lyme frigate, to cruize off the bay of Vado, in the gulf of Genoa; this little squadron discovered four French ships, mounting 60 guns each, to which they immediately gave chace. A spirited action commenced, in which the Severn and Lyme sustained so much injury, that they were obliged to put back. Captain Walpole, however, continued the chace, and bravely engaged the whole force of the enemy, till his ship was so much disabled that he was under the necessity of desisting from the pursuit. In this encounter the gallant commander had the misfortune to lose his right arm, and forty of his people were killed and wounded. The Exeter of 60 guns, commanded by Captain Raymond, coming up, joined in the chace, and for upwards of two hours engaged one of the French ships, which proved to be the Pembroke, taken the preceding year from the English. This vessel is said to have struck to Captain Raymond, but the Exeter was so crippled that he could not take possession of his prize, and was obliged to let her go. The gazette, however, asserts, that the Pembroke made a running fight, and at last reached the harbor of Spezza.

In the month of May commodore Lyttleton, who the preceding year had been sent as commander in chief to the West Indies, received information that M. Du Casse had arrived at Carthagena with the St. Michael of 74 guns, the Hercules of 60, the Griffin of 50, and two fri-

gates, to escort the galleons to the Havannah, on their way to Europe. The commodore immediately put to sea with five two-decked ships, and a sloop of war; on the 26th of July he arrived off the coast of New Spain, and chased five large ships into the harbor of Carthagena. He stood off in the night, and the following morning discovered four sail, to which he gave chace. About six at night the two headmost ships of the squadron, the Salisbury and Salisbury's prize, came up with the vice-admiral of the galleons, and began to engage her. They were soon joined by the commodore, upon which the galleon struck. The vice-admiral himself had received a wound, of which he died very soon afterwards. Another of the ships in company, a merchantman, mounting 26 guns, and laden principally with cocoa and wool was taken by the Jersey. The other two escaped. The galleon proved much less valuable than was expected; Du Casse, from whom she parted company only two days before, having removed all the public treasure out of her into his own ship. Notwithstanding this disappointment, the two prizes, though regarded as an inconsiderable capture, were worth 100,000l.

Being informed, by his prisoners, that the ships he had chased the preceding day were Du Casse's squadron, and knowing that the Havannah was the place of his destination, the commodore resolved to cruize off Point Pedro Shoals, in the hope of intercepting him. But being, soon afterwards, deceived by the intelligence that a powerful French fleet had arrived at Martinico, he returned to Jamaica to protect that island, and Du Casse in the mean time escaped in safety into the Havannah.

An expedition having been planned against Canada, the command of the armament destined to execute it, was given to Sir Hovenden Walker. It consisted of twelve ships mounting from 50 to 80 guns, two of 40, one of 36, two small frigates, and two bomb-ketches. Thirty-three transports carried out seven complete regiments, besides a number of recruits, amounting in the whole to 5300 men, under the command of Brigadier-general Hill. This formidable squadron left St. Helens on the 29th of April, and first sailed to Boston, to procure a farther supply of stores and provisions. There so much time was lost, in consequence of unforeseen obstacles, that Sir Hovenden was prevented from proceeding to the River St. Lawrence till the 30th of July. On the 18th of the succeeding month the fleet anchored in Gaspee Bay. On the 24th being overtaken by a violent gale from the east, with a thick fog and a strong current, which set the ships on the north shore among rocks and islands, the whole fleet narrowly escaped destruction. Eight of the transports were cast away, and near 900 men perished. The following day the admiral called a council of sea-officers, in which it was resolved, that in consequence of the ignorance of the pilots, together with the rapidity and uncertainty of the currents, it was utterly impracticable to go up the river St. Lawrence with the men of war and transports, as far as Quebec. The admiral then repaired to Spanish river, where, in a general council, composed of sea and land officers, it was determined, that an attack on Placentia at that advanced season would not be adviseable. The object of the expedition was relinquished, and Sir Hovenden, finding his provisions begin to run short, made the best of his way to England. He arri-

ved at Spithead on the 12th of October, and immediately set off for London. Most of the officers were, likewise, on shore, when on the 15th the Edgar of 70 guns, on board of which Sir Hovenden's flag was flying, blew up at Spithead, and every soul perished.

The buoy of the Edgar, at Spithead, is placed there to denote the spot on which this fatal accident happened.

Nothing of any moment occurred during the remainder of the war. On the 19th of August, 1712, a suspension of hostilities was agreed to, and on the 31st of March, following, a treaty of peace was signed at Utrecht, between Great Britain and France.

The following is a comparative statement of the loss sustained by the navies of the two powers, during this protracted contest:—

France...52 ships of upwards of 20 guns—carrying		3094 guns.
England.38		1596 guns.
Balance in favor of England	14 ships,	1498 guns.

In the year 1714, an Act of Parliament was passed providing a public reward for any person who should discover the longitude at sea. The bill was brought into the house at the joint petition of Messrs. Whiston and Ditton, founded on the opinion of Sir Isaac Newton and Dr. Halley. By this act the Board of Admiralty and some of the great officers of government are appointed commissioners for the investigation of all proposals, experiments, and improvements relative to the longitude. If the longitude be determined to one degree, or sixty geographical miles, the discoverer is to be rewarded with ten thousand pounds; if to two-

thirds of a degree, with fifteen thousand, and if to half a degree, with twenty thousand.

On the 1st of August Queen Anne, after a glorious reign of 13 years, expired at Kensington, in the 50th year of her age.

At her death the royal navy consisted of 182 ships of the line and frigates, and about fifty fire-ships, yachts, &c. Its tonnage was 167,596, and it carried 9,954 guns, and about 50,000 men.

NAVAL TRANSACTIONS,

From the accession of George I. in 1714, to the conclusion of the War with Spain, in the Year 1730.

Hostile movements of Sweden—Engagement off Cape Passaro—Expedition against Vigo—Misunderstanding with Russia—Action with some Pirates—Three Fleets dispatched to the Baltic, the Coast of Spain, and the West Indies—Dreadful Mortality in the latter—Gibraltar besieged by the Spaniards, and relieved by Sir Charles Wager—Death of King George I.—Deplorable State of the Fleet in the West Indies—Peace concluded with Spain—Statement of the Royal Navy on the accession of George II.

THE Swedes having committed several acts of hostility, by seizing and confiscating English merchant-ships in the Baltic, a powerful fleet was sent thither in 1715, but without effecting any thing, as the Swedish fleet kept close in their harbors. The English admiral, Sir John Norris, returned in December, leaving a small squadron to co-operate, if necessary, with the navies of Russia and Denmark, against their common enemy.

Intelligence having been received that Charles XII of Sweden was meditating an invasion of the British dominions, a strong fleet was again equipped and sent to the same quarter, under Sir George Byng, in 1717, the appearance of which effectually prevented the Swedes from venturing to sea.

ENGAGEMENT OFF CAPE PASSARO.

The following year the King of Spain having sent a powerful fleet and army to invade Sicily, the British government, which had guaranteed the neutrality of the Italian states in the war between the Emperor of Germany and the Spaniards, determined to send a force to those parts to counteract the designs of the latter. Accordingly on the 15th of June, Sir George Byng, who had been appointed commander in chief in the Mediterranean, sailed from Spithead with a fleet consisting of twenty sail of the line, two fire-ships, two bomb-vessels, a hospital ship, and a store-ship. He was joined off Gibraltar by Vice-admiral Cornwall with two men of war, and with this force he anchored, on the 1st of August, in the bay of Naples. Here the inhabitants of all ranks, who had apprehended a visit from the Spaniards, hailed him as their deliverer, and treated him with the most distinguished marks of respect. Being informed by the Imperial Viceroy, Count Daun, of the successes of the Spaniards, in Sicily, and having concerted with that nobleman the measures necessary to be taken, he sailed from Naples on the 6th, and on the 9th arrived off Messina. The Spanish fleet having left that place the preceding day, he pursued them through the Streights with all possible expedition. On the 10th, at noon, he discovered the whole fleet lying-to in order of battle, and consisting of twenty-seven sail, besides two fire-ships, four bomb-vessels, seven gallies, and several store-ships. It was commanded by Don Antonio de Castaneta, who had under him four rear-admirals. On the appearance of the English fleet, they stood away in line of battle. The admiral pursued them

the rest of the day and the succeeding night. Early on the morning of the 11th the British fleet had nearly overtaken that of the enemy, when the rear-admiral, the Marquis de Mari, with six men of war, and all the gallies, fire-ships, bomb-vessels and store-ships, separated from the main fleet and stood in for the coast of Sicily. Sir George Byng immediately detached Captain Walton, in the Canterbury of 60 guns, with five other ships, in pursuit of them, while he himself continued to chace the main body of the enemy.

The Argyle and Canterbury, the head-most ships of Captain Walton's detachment, coming up within gun-shot of one of the Spanish men of war, fired a shot across her, as is customary, to bring her to; but as she took no notice of it, the Argyle fired another; and the Canterbury, which had now approached very near, firing a third, the Spanish ship returned it with her stern chace, on which the engagement immediately commenced.

In the mean time the Orford, Captain Falkingham, and the Grafton, Captain Haddock, having come up with the main body of the Spanish fleet, about ten the enemy fired their stern chace guns at those vessels. The admiral still desirous, if possible, of avoiding hostilities, sent orders to the captains of those two ships, not to fire unless the enemy repeated their provocation. As they continued firing, the Orford attacked the Santa Rosa of 64 guns, and took her. The St. Carlos of 60 guns, next struck, without much opposition, to the Kent, Captain Matthews. The Grafton attacked the Prince of Asturias of 70 guns, carrying the flag of Rear-admiral Chacon; but the Breda, Captain Harris, and the

Captain, Captain Hamilton, coming up, Haddock left that ship in a very shattered state for them to take, while he himself stretched ahead after another of 60 guns, which had kept firing on his starboard-bow, during his engagement with the Prince of Asturias. About one P. M. the Kent, Captain Matthews, and the Superbe, Captain Master, came up with and engaged the Spanish admiral, Castaneta, in the Royal Philip, of 74 guns, which, with two other ships, maintained a running fight for two hours, when the Kent bearing down under the admiral's stern, discharged her broadside and fell to the leeward. The Superbe then endeavoring to lay him aboard, fell on his weather-quarter, upon which he shifted his helm, and the Superbe ranging up under the admiral's lee-quarter, he struck to her. About the same time Sir George Byng, in the Barfleur, being astern of the Spanish admiral, and within gun-shot, Rear-admiral Guevara and another 60-gun ship which were to windward, bore down upon him, and after discharging their broadsides, clapped upon a wind and stood in for the land. The British commander immediately tacked and stood after them till it was almost night; but as there was little wind and they hauled away out of his reach, he desisted from the pursuit, and returned to the fleet, which he joined two hours after dark. The Juno of 36 guns was taken by the Essex, the Volante of 44, by the Rupert and Montague, and the Isabella of 60 guns struck to Rear-admiral Delaval in the Dorsetshire.

In this glorious action, which was fought off Cape Passaro, about six leagues from the shore, the English sustained very little loss. The vessel which received

the most damage was the Grafton, which being a good sailer her captain engaged several of the enemy's ships, always pursuing the headmost and leaving them, when damaged or disabled, to be taken by the ships that followed him. Captain Haddock was in pursuit of four of the ships, which escaped, and would in all probability have been the means of taking them, but for want of wind and the shattered state of his sails and rigging.

Admiral Byng lay-to several days at sea to refit the rigging of his ships, and to repair the damages his prizes had sustained. On the 18th he received the following laconic letter from Captain Walton, who as we have seen, had been detached in pursuit of Rear-admiral Mari:—

"Sir,

"We have taken and destroyed all the Spanish ships and vessels which were upon the coast, the number as per margin.

"I am, &c.

"G. Walton."

Canterbury, off Syracuse,
August 16, 1718.

From the marginal list to which Captain Walton refers, it appears that he took four Spanish ships of war, one of them mounting 60 guns, commanded by Rear-admiral Mari, one of 54, one of 40, one of 24 guns, a bomb-vessel, and a ship laden with arms; and burned one ship of 54 guns, two of 40, one of 30, a fire-ship and a bomb-vessel.

The following is a list of the Spanish ships, taken and destroyed on this memorable occasion:—

TAKEN.

	Guns.	Men.
Royal Philip	74	650
Prince of Asturias	70	550
* Royal	60	400
St. Charles	60	400
St. Isabella	60	400
Santa Rosa	60	400
* Santa Isidore	46	300
Volante	44	300
* Surprize	44	250
Juno	36	250
Tiger	26	240
* Eagle	24	240
* A bomb-vessel	10	80
* A ship laden with arms.		
* Three ships laden with provisions.		
	614	4460

BURNED.

* Pearl	50	300
* Hermione	44	300
* Esperance	46	300

* Two ships, two bomb-vessels, and one settee.

The ships distinguished by a * were taken and destroyed by Captain Walton.

After this victory the British admiral sent his prizes to Minorca, and immediately dispatched his son to Eng-

land with an account of the engagement. He was most graciously received by his Majesty, who, before he received the official communication of the victory, had, upon the report of it, already written a letter to the admiral with his own hand. He sent back Mr. Byng with plenipotentiary powers to his father, to negociate as he should think proper with the different Italian states, and with a grant to the officers and seamen of all the prizes they had taken from the Spaniards. Sir George received, also, a flattering letter from the Emperor of Germany, expressive of his gratitude for the signal services he had performed.

The Spanish naval force being no longer in a condition to face that of Admiral Byng, the only service left for him to execute was to keep the shattered remnant of their fleet blocked up in the harbors to which it had fled for refuge, and to render all the assistance in his power to the operations of the imperial army on shore. Both these objects he successfully accomplished; for in the course of the following year he destroyed two Spanish men of war in the harbor of Messina; and it was in a great measure owing to his indefatigable activity and judicious proceedings, that the Spaniards were at length compelled to evacuate the whole island of Sicily.

Apprehensions being entertained that the Spanish government was meditating an invasion of England in favor of the Pretender, a squadron was equipped for the purpose of making a diversion on their own coast, and thus counteracting their designs. It consisted of five sail of men of war, was commanded by Vice-admiral Mighells, and had under convoy a great number of transports, on board of which were 4000 troops, with artillery and other necessaries. In the month of Octo-

ber, 1716, this armament arrived on the coast of Gallicea, and entering the harbor of Vigo, the troops, commanded by Lord Cobham, were landed, and after a short resistance obliged the town to capitulate. In the town and citadel the English found a great quantity of arms, ammunition, and artillery; and in the harbor they took seven ships, three of which were fitting out as privateers. The ordnance and stores had been landed at this place out of the ships destined for the expedition to Great Britain, to which the garrison of Vigo had likewise been attached. Two days after the surrender of the town, Lord Cobham detached 1000 men under the command of Major-general Wade, to Pont-a Vedea, a small place at the upper end of the bay of Vigo. The magistrates met them with the keys of the town, in which likewise they found a great quantity of ordnance stores. The Biddeford man of war and two transports were sent to bring them away; upon which the troops were re-embarked, and sailed for England, where they arrived on the 22d of November, with the loss of 300 men.

A peace having been concluded with Sweden, a squadron was this year dispatched to overawe the Emperor of Russia, who still continued at war with that power, as well as with a view to prevent him from obtaining too great a preponderance in the Baltic. Sir John Norris, who commanded it, having effected a junction with the Swedish fleet, the Czar Peter thought it prudent to retire to the harbor of Revel. The English commander returned home towards the conclusion of the year; but the following spring was dispatched on the same service with a strong fleet of twenty sail of the line, by which the Russians were so intimidated, that

they remained quiet in their ports, without attempting any thing against their enemies the Swedes.

A cessation of arms having taken place with Spain, and tranquillity being perfectly restored in the Mediterranean, Sir George Byng ordered his whole fleet to return to England, excepting four ships which were left for the protection of trade. The admiral, himself, returned by land, first waiting on his Majesty at Hanover, by whom he was most graciously received. He was soon afterwards appointed treasurer of the navy and rear-admiral of Great Britain. The king likewise elevated him to the dignity of the peerage, by the title of Viscount Torrington, and invested him with the order of the Bath.

Russia still continued hostile to the Swedes, and early in 1721, Peter sent a fleet to sea, which committed great depredations on their coasts. A squadron was again sent into the Baltic, under the command of Sir John Norris and Rear-admiral Hopson, to prevail on the Czar to listen to terms of accommodation. It consisted of thirteen sail of the line, besides frigates and bomb-ketches. The appearance of such a formidable force induced the emperor to come to terms, and a peace was concluded, upon which the English squadron returned home.

Notwithstanding the proclamation for the apprehension of pirates, and the vigilance which had been used for their suppression on the coast of Africa and in the West Indies, those parts still continued to be harassed with their depredations. The most notorious of these pirates was one Roberts, an able seaman and possessing undaunted courage. He had under his command three

stout ships; his own carried 42 guns and 150 men; another 32 guns and 130 men; and the third 24 guns and 90 men. In the month of April, 1722, Captain (afterwards Sir Chaloner) Ogle, was cruizing in the Swallow, a fourth rate, off the coast of Africa, when he received intelligence that Roberts was in a bay close to Cape Lopez; upon which the captain disguised his ship in such a manner as to give her the appearance of a merchant vessel. His stratagem succeeded so completely, that the pirates conceived the Swallow to be an unarmed ship, or at most of inconsiderable force; one of them immediately slipped her cable and gave chace. Captain Ogle pretended to fly, and decoyed the pirate to such a distance, that the report of his guns could not be heard by his associates; upon which he tacked and quickly brought him to action. Skyrm, the commander of this vessel, a man of great resolution, was wounded by the first broadside, but his people, aware of the ignominious fate which awaited them if taken, fought with the utmost desperation, and it was not till after an action of an hour and a half they were compelled to surrender. Having taken possession of his prize, Captain Ogle returned to the bay with the piratical colors hoisted above those of the king. The pirates seeing the black flag uppermost, stood out to sea to congratulate their companion on his supposed victory. They were, however, soon undeceived, for the Swallow throwing off the mask, commenced a furious attack; and after an obstinate engagement of two hours, in which Roberts was killed, with a great number of his men, both ships struck. Capt. Ogle carried his prizes into Cape Coast Castle, where the pirates were brought to trial. Out of seventy-four who

received sentence of death, fifty-two were executed and hanged in chains along the coast, as a terror to future depredators.

In 1726, the private intrigues carried on between the Courts of Petersburgh and Madrid, rendered it expedient to equip three powerful squadrons. The first destined for the Baltic was sent to overawe Russia, and the command of it was given to Sir Charles Wager. On the 17th of April the admiral sailed from the Nore with a fleet composed of twenty ships of the line, one frigate, and three small vessels. Its arrival in the Baltic produced the same effect as on all former occasions. The Russian fleet immediately retreated into their own ports, and thus secured themselves from any attack. Sir Charles cruized off Revel till the 28th of September, when, in consequence of the lateness of the season, he left that station and returned to England.

The second squadron was dispatched to the coast of Spain. It consisted of nine sail of men of war, under the command of Sir John Jennings, and had on board a body of land-forces, for the purpose of making a descent if it should be thought necessary. Off Cape St. Mary he was joined by Rear-admiral Hopson, with four sail of the line. Sir John continued to cruize off the Spanish coast, to the no small terror of the government and the inhabitants, till the middle of September, when he returned home.

The third expedition was dispatched to the Spanish West Indies. It consisted of seven ships of the line, and was placed under the command of Vice-admiral Hosier, who was to be joined by several ships already in that quarter. The admiral sailed from Plymouth on the 9th of April, and arrived off Porto-bello on the 6th

of June. In compliance with his instructions he continued on that station for six months, for the purpose of blocking up the galleons and seizing them if they should venture out. At length the diseases, generated by this unwholesome climate, made such dreadful ravages among his crews, that he had scarcely sufficient hands left to navigate his ships to Jamaica. He arrived at that island in December, and in two months was again in a condition to put to sea, and to return to his former station. Restrained by his instructions from following the natural impulse of his gallantry, and condemned to inglorious inactivity, this unfortunate commander again beheld his men swept off by pestilential diseases. His squadron which had at first struck terror into the enemy, by degrees became the object of their ridicule and contempt. Mortification for this disgrace, and grief for the wanton destruction of so many brave men, preyed with such violence upon his spirits, that he expired at sea, of chagrin, as it is said, on the 23d of August, 1727. With respest to this expedition, Campbell very justly observes, that "whether it was well or ill-concerted at home, it was undoubtedly executed with great courage and conduct by this unfortunate commander, who lost his seamen twice over, and whose ships were totally ruined by the worms."

The Spaniards, to resent the insults which had been offered them, assembled an army of 20,000 men, under the command of Count de las Torres, and towards the conclusion of the year laid siege to Gibraltar. Sir Charles Wager was therefore dispatched in January, 1728, with a squadron of six ships of the line, and two small vessels to the relief of that fortress. He, likewise, carried out with him seventeen companies of foot to rein-

force the garrison. On the 2nd of February Sir Charles arrived at Gibraltar, where he was joined by four ships of the line, under Admiral Hopson, who had commanded on that station during the winter. By means of this timely assistance the Spaniards were soon obliged to raise the siege.

On the 11th of June, this year, his majesty, King George I. died at Osnaburgh, in the 68th year of his age, and on the 15th his son, George II. was proclaimed king of Great Britain.

The Court of Madrid having acceded to the preliminary articles for a general peace, Sir Charles Wager returned from the Mediterranean in April, 1728, with five ships, leaving the remainder at Gibraltar, under the command of Captain Stewart. Numerous complaints, however, continued to be made concerning the depredations committed by the Spaniards, and likewise the French on our trade in the West Indies, which induced the government to maintain a formidable naval establishment.

Admiral Hopson having received orders, while at Gibraltar, to proceed to the West Indies, where he had been appointed commander in chief in the room of Sir Francis Hosier, arrived on the 29th of January at Jamaica. He had scarcely been on that station three months, when he was attacked, while cruizing off the Grand Baru, by a malignant fever, which carried him off on the 8th of May. The same dreadful mortality continued to prevail in the fleet, still doomed to inglorious inaction, which caused the loss of the brave seamen who perished to be more deeply regretted, than if they had fallen in the accomplishment of some important enterprize. The indignation of the

country was loudly expressed against the administration, by whose pusillanimity two admirals, ten captains, and upwards of 4,000 inferior officers and seamen had fallen a sacrifice.

The Spaniards still refusing to accommodate matters, it was again found necessary, in 1729, to equip a formidable fleet, which lay in the channel ready to act on any emergency. This armament, of which Sir Charles Wager was appointed commander in chief, consisted of twenty sail of the line and five frigates. It assembled at Spithead, where, in the month of June, it was joined by a Dutch squadron of nine sail of the line and a few frigates, under the command of Rear-admiral Sommeldyke. The court of Spain was alarmed by the equipment of such a powerful naval force, which hastened its concurrence in a treaty of general pacification. The combined fleets having produced the desired effect, separated in October, and the following year a treaty of peace was concluded at Seville between Great Britain and Spain.

At the accession of King George II. in 1727, the royal navy consisted of the following vessels:

Ships of the line, including those of 50 guns..	123
Frigates, from 40 to 20 guns	25
Ditto of 20 guns	28
Sloops.....	13
Fire-ships, bomb-ketches, store-ships, and yachts	14
Total, exclusive of hulks and tenders	203

The tonnage was about 170,000 tons, and to man all the ships completely above 64,000 seamen were required.

NAVAL TRANSACTIONS,

From the Year 1730 to the Peace of Aix la Chapelle in 1748.

Vexatious Conduct of the Spanish Cruizers---War with Spain---Expedition against the Spanish West Indies---Porto-Bello taken by Admiral Vernon---Taking of the Princessa---Expedition of Commodore Anson---Attack of Carthagena---Subsequent Operations in the West Indies---Successes of the British Cruizers---France fits out a Fleet for the Invasion of England---Taking of the Northumberland---Sir John Balchen lost in the Victory---Engagement off Toulon—Courts Martial on the Admirals and Officers—Capture of the Elizabeth—Taking of Louisburg—Proceedings in the East Indies—Anson's Engagement off Cape Finisterre---Taking of the Glorioso---Hawke's Engagement off Cape Finisterre---Engagement off the Havannah---Mutiny in the Chesterfield---Peace of Aix la Chapelle---Losses of the Belligerent Powers---State of the British Navy.

NOTWITHSTANDING the treaty which Spain had concluded with Great Britain, the cruizers of that power still persisted in searching British merchant vessels, and treated their crews, in various instances, with great inhumanity. These aggressions were committed chiefly in the West Indies, to which quarter the English government, in 1731, dispatched four twenty-gun ships and two sloops to cruize for the protection of commerce.

This measure did not, however, prevent the Spaniards from continuing their molestations. In the year 1733, Captain Durell, in the Scarborough of twenty guns, having under his protection a fleet of thirty-six merchant vessels, loading with salt at the desolate island of Tortuga, was attacked by two Spanish ships of the line. The English commander made such a gallant defence

and manœuvered with such skill and judgment, as to escape with all the vessels under his convoy, excepting four, which were taken early in the action.

In the following year the appearance of affairs in Europe seemed to render necessary an augmentation both of the sea and land forces. Sixty-one sail of the line and thirty-one frigates were put in commission; parliament voted 20,000 seamen for the current year, and his majesty issued a proclamation, recalling all British seamen from the service of foreign powers.

In 1755 the parliament voted 30,000 men for the naval service of that year.

A dispute having arisen between the courts of Spain and Portugal, the latter solicited the aid and protection of Britain. A powerful fleet, consisting of twenty-seven men of war, was therefore equipped; Sir John Norris was appointed to the command of it, and sailed on the 27th of May for Lisbon, where he arrived on the 9th of June. He was received by the Portuguese as their deliverer; the king himself giving orders that the fleet should be abundantly supplied with fresh provisions, and every thing that could contribute to the comfort of the seamen. In the same proportion as this formidable force elevated the spirits of the Portuguese it repressed the presumption of the Spanish court, which soon agreed to terms of accommodation; the whole navy of that power amounting, at this period, to no more than thirty-three sail. The impending storm being thus dispersed, the fleet returned home, and was dismantled.

The depredations of the Spaniards still continued in spite of the mild and pacific remonstrances of the British ministry. Among other instances of barbarity, a circumstance is said to have occurred, which tended in no small degree to inflame the minds of the people against

the Spanish nation, though by some it has since been regarded as a political manœuvre. The Rebecca brig, of Glasgow, was boarded by a Spanish guarda-costa, and the crew reported that the Spaniards not only treated them with great inhumanity, but even proceeded so far as to cut off one of Jenkins', the master's, ears, which the captain of the guarda-costa gave to Jenkins, telling him to carry that present home to the king his master, whom he would serve in the same manner if he had him in his power. The truth of this story, as we have observed, has been doubted; it is, however, a fact, that Jenkins, in 1738, made deposition of the circumstance at the bar of the House of Commons, where he was examined, with some other masters of West Indiamen; and being asked by a member what he thought when he found himself in the hands of such barbarians, he replied, with great coolness:—"I recommended my soul to God, and my cause to my country."

Such was the sensation created throughout the kingdom by this affair, and to such a degree was the public indignation excited, that a strong squadron was fitted out and dispatched to the Mediterranean, under the command of Rear-admiral Haddock, with orders to demand satisfaction of the Spanish court for these repeated insults and aggressions. This squadron consisted, at first, of nine ships of the line, but being joined by different reinforcements, the admiral found himself at the head of a powerful fleet of twenty-one ships. The Spaniards, intimidated, as usual, by the appearance of an armament, which they were informed was intended to winter at Port Mahon, professed the warmest desire of bringing the matter to an amicable conclusion. A ne-

gociation was accordingly set on foot, by which the Spanish government hoped to gain time, but as they were still unwilling to accede to the terms proposed, a rupture was inevitable.

On the 21st of July, 1739, letters of marque and reprisal were issued by the admiralty against Spain, and on the 23d of October war was formally declared against that nation.

TAKING OF PORTO-BELLO.

An expedition having been planned against the Spanish settlements in the West Indies, Vice-admiral Vernon was appointed to conduct it. Nine sail of the line were accordingly equipped with all possible expedition, and on the 24th of July this squadron sailed from Spithead, but was driven back by contrary winds to Plymouth. Here the admiral was informed that a Spanish force was cruizing off Cape Finisterre, for the protection of a rich fleet which was daily expected to arrive from America. On the 3d of August he left Plymouth, and on the 9th arrived off the coast of Portugal, where received intelligence that the Spanish squadron had returned to Cadiz. He, therefore, left three sail of the line to cruize for the galleons, and with the remainder he proceeded to Jamaica, where he was joined by the Hampton Court. Here he took on board two hundred troops, and on the 5th of November set sail for Porto-Bello with the following ships:—The Burford, the admiral's ship, of 70 guns, Captain Watson; the Hampton Court, of the same force, Commodore Brown, and Captain Dent; the Worcester, the Louisa, and Stafford, each of 60 guns, commanded by captains Mayne, Water-

house, and Trevor; and the Norwich, of 50 guns, Captain Herbert.

With this force the admiral arrived on the 20th before Porto-Bello, and being apprehensive of driving too far to the eastward, if he should continue under sail during the night, he came to an anchor about six leagues from the shore. Early in the morning of the 21st he got under weigh, and the squadron stood into the bay, in order of battle. About two in the afternoon, Commodore Brown, who led in the Hampton Court, got close to a fortress which defended the entrance of the harbor, and from its strength was called the Iron Castle. He immediately commenced a furious attack, in which he was ably supported by the Burford, Norwich, and Worcester. These ships opened a tremendous fire upon the castle, which did great execution, and the men placed in their tops galled the Spaniards so severely with their fire-arms, that they were soon compelled to abandon their station.

The admiral observing the works deserted, made the signal for the boats of the different ships to land the marines and a body of seamen. At the same time he approached nearer the castle to cover the landing of the troops, and by the fire of his small arms drove the enemy from the lower batteries, on which they chiefly depended. From the lower the Spaniards retreated to the upper parts of the fortifications, in the utmost consternation, though no breach had yet been made. The sailors having effected a landing, immediately mounted on each other's shoulders and thus scaled the walls of the lower battery; and drawing up the soldiers after them, hoisted the English colors. The garrison, which, at the beginning of the attack, consisted of 300 men, were still in

possession of the upper battery; but the governor, panic-struck with the irresistible ardor and impetuosity of the assailants, soon hoisted the white flag, and surrendered at discretion.

The admiral then proceeded to the attack of the Gloria castle, which lay at the bottom of the bay, and more immediately covered the town. In this attack, the admiral's ship, the Burford, was most exposed, as those which had worked in ahead of him had fallen to the leeward. The fort kept up a heavy fire for some time; but it was returned by the admiral with such fury that it was silenced the same night. One of the Burford's shot having passed through the governor's house, he was so intimidated by that circumstance, together with the preceding success of the English, that the following morning he sent a flag of truce to the admiral, with articles of capitulation, which were signed the same day; and the town, together with the castles of St. Hieronymo and Gloria, was delivered up to the British forces. Two ships of twenty guns each, and several other vessels, were taken in the harbor. Ten thousand dollars, which had arrived a few days before to pay the garrison, were, by the admiral's orders, distributed among his people, without reserving for himself any portion of the booty. The humanity of the admiral towards the conquered enemy redounded no less to his honor than the gallantry with which the victory was achieved.

The loss sustained by the squadron in this brilliant affair did not exceed twenty men. As this place had been the principal refuge of the enemy's guarda-costas, with which they had so greatly annoyed the British trade, having taken on board all the brass Admiral Vernon

ordnance, and spiked above eighty iron cannon, ordered the fortifications to be blown up. This service, which was found to be both the most dangerous and difficult of any which the squadron had yet met with, he intrusted to Captain Knowles, of the Diamond, who arrived at Porto Bello after the capitulation of the place, and Captain Boscawen, who served as a volunteer in this expedition. By the 13th of December the mines were sprung with the greatest effect, and on that day the admiral sailed for Jamaica, having, on his way to that island, dispatched Captain Rentone, in the Triumph snow, with the intelligence of his success to England.

This news diffused universal joy throughout the kingdom. Addresses to congratulate his majesty on the occasion were not only presented by both Houses of Parliament, but also by most of the principal towns in the kingdom. The freedom of the city of London was presented to the admiral, to whom the thanks of the two Houses of Parliament were likewise voted.

On the 18th of April, 1740, the Lenox, the Kent, and the Orford, three 70 gun ships, commanded by Captains Mayne, Durell, and Lord Augustus Fitzroy, cruizing off Cape Finisterre, fell in with the Spanish ship Princessa, pierced for 74 guns, but then mounting only 64. This ship was uncommonly high-built, and therefore possessed the advantage of being able to use her lower tier of guns in bad weather. She was larger than the British first rates; her guns were mostly of brass, and of extraordinary size: in short, she was universally considered as one of the finest ships in the Spanish navy.

She was manned by a chosen crew of 654 men, and commanded by an officer who enjoyed the highest character for conduct and courage. As the British ships approached he called together his men, and addressed them in the following words: "When you received the pay of your country, you engaged yourselves to stand all dangers in her cause. Now is the trial; fight like men, for you have no hope but in your courage." Disdaining to fly, though from such superior numbers, and confiding in the strength of his ship and the uncommon weight and size of his guns, he resolutely brought to and waited for the English ships, which crowded all the sail they could to close with him.

The action commenced about eleven, the Lenox bringing to on the weather quarter of the enemy, while the Kent, which instantly followed, ran to leeward and engaged broadside and broadside. The Orford soon afterwards came up, but so strong was the construction of the Princessa, that she received very little damage from the two latter ships; her sides being of such extraordinary thickness that few of the balls penetrated them. The Spanish commander, Don Parlo Augustino de Gera, defended himself with the greatest resolution, and continued the action till five in the evening. His ship having lost her top-masts and otherwise sustained great damage, he then struck. This hard-earned prize was carried into Portsmouth, where her extraordinary strength, the gallantry of her captors, and the resolute defence of her crew, obtained universal admiration and applause from those who saw her. In this action the Princessa had 33 men killed, and 100 wounded. The Orford and Kent had each eight men killed, and the Lenox one; the wounded in the three English ships amount-

'ed to 40; among whom was Captain Durell, of the Kent, who lost one of his hands.

EXPEDITION OF COMMODORE ANSON.

On the 18th of September Commodore Anson sailed from Spithead on an expedition to the South Seas, with a squadron, consisting of the Centurion of 60 guns; the Severn and Glocester of 50; the Pearl of 40; the Wager store-ship, an old Indiaman, which had been purchased by government; and the Trial, a sloop, carrying eight guns. To these were added two victuallers, the Anna and Industry, one of 200 and the other of 400 tons burthen. On board this squadron was a body of land forces, composed of invalids and marines, amounting together to 470 men, under the command of Colonel Cracherode. The great delay which had taken place in the equipment of this force, and the want of secrecy relative to its destination, had enabled the Spaniards to send to sea a squadron of superior strength for the purpose of intercepting it. On the 25th of October Commodore Anson arrived at Madeira, where he was informed that seven or eight large ships had been seen cruizing to the westward of that island, and were supposed to be the Spanish squadron under Don Joseph Pizarro. He immediately procured a fast-sailing sloop, which he sent out to reconnoitre the enemy's force, but she returned without being able to get sight of them. On the 3d of November the squadron proceeded towards the coast of Brasil, and on the 21st of the following month arrived at the island of St. Catharine in a very sickly condition. Here the commodore remained some weeks, in order to give time to the sick to recover their health, to refit and

repair the ships, and to recruit the stock of water and provisions. These objects being accomplished, he left St. Catharine's on the 18th of January, and three days afterwards the squadron was separated in a violent storm. On the 23d all the ships again joined, excepting the Pearl, which, after a month's absence, overtook the commodore shortly before his arrival at the harbor of St. Julian. During this interval she had been chased, and very narrowly escaped being taken by the Spanish squadron; a minute account of the force and movements of the English having been transmitted, through the treachery of the Portuguese governor at St. Catharine's, to Pizarro, who was then at Buenos Ayres.

The Trial, having lost her main-mast on the passage, was obliged to take in a new one at the harbor of St. Julian, where they arrived on the 18th of February. This, together with the necessary repairs of the other ships, detained the squadron till the 27th, when the commodore again stood to sea, and on the 7th of March passed the streights of Le Maire. No sooner had they cleared the streights than they were nearly driven on shore by a tremendous hurricane, and for two months were exposed to a constant succession of the most violent tempests. The ships sustained the most serious injury, and the crews became so weak and sickly that they could scarcely navigate their shattered vessels. At length, on the 24th of April, the squadron was entirely separated. The scurvy had by this time begun to make such dreadful ravages among the crews, that in the month of April the Centurion alone lost 43 men, and double that number in May. Such was the mortality, that out of 450 seamen, who, three months before had passed the streights of Le Maire, scarcely two hundred remained

alive, on the arrival of the commodore, on the 10th of June, at the island of Juan Fernandez, the place of rendezvous appointed for the squadron in case of separation. On the 12th he was joined by the Trial sloop, in a state equally deplorable, having only three men, besides Captain Saunders and his lieutenant, fit for duty. The Gloucester arrived on the 23d of July, after beating about nearly a month in sight of the harbor. Her crew were reduced to such extremities, that they would, at last, have been unable to get in, but for the assistance they received from the Trial and Centurion. On the 16th of August, the Anna Pink, after experiencing a series of disasters, and narrowly escaping the horrors of shipwreck, likewise arrived with the stores and provisions, to the great joy of the commodore and his fellow-sufferers. Out of the other ships composing this ill-fated squadron, the Severn and Pearl were obliged to put back, and the Wager store-ship was lost on an island on the coast of Chili.—See *Mariner's Chronicle*, vol. ii.

The Anna Pink having been broken up as unserviceable, her crew were put on board the Gloucester, which had only 82 sailors left out of 300. The invalids on board her had perished to a man, and out of 48 marines no more than two survived. Early in September, the ships being refitted, and the sick much recovered, the commodore proceeded to sea, and on the 24th joined the Trial off Valparaiso. Captain Saunders had meanwhile taken a ship of 600 tons; and the Trial having sustained considerable damage in her masts, and being besides extremely leaky, her people were, by the commodore's orders, removed into the prize, and she was sunk.

The two ships cruized off the coast of Chili with such success as to take several vessels, and the commodore was informed by his prisoners of the disastrous fate of Pizarro's squadron. On the 10th of November the Centurion took a rich Spanish ship, and the commodore learned from a passenger, that a considerable treasure was lying at Paita, a town at no great distance, on the coast of Peru. He immediately determined to proceed thither, and to attempt to surprise the place. For this purpose he manned and armed the boats, which he dispatched under the command of Lieutenant Brett, to attack the town, under the cover of a dark night. This business was conducted with such spirit and address, that by the morning this small detachment, consisting only of 58 men, were in complete possession of the town and a fort by which it was defended. All the most valuable property and effects, to the amount of 30,000l. were removed into the ships, after which, as the Spaniards refused to ransom the place, it was set on fire by Mr. Brett. Six vessels were taken in the harbor; five of them were sunk; but the Solidad, which was the largest and best, was carried off by the conquerors, and Lieutenant Hughes, late of the Trial, was appointed to command her. The total loss sustained by the Spaniards, on this occasion, was estimated at a million and a half of dollars.

On the 16th of November the commodore left Paita, and two days afterwards was joined by the Gloucester, which he had left behind at Juan Fernandez. That ship had in the mean time taken two prizes, with specie and silver on board, to the amount of twenty thousand pounds.

According to the original plan of the expedition it had been proposed to make an attack on Panama; but the commodore judging that attempt too hazardous with his reduced force, now resolved to cruize in the track of the galleon expected from Manilla, and bound to Acapulco. Some of his prizes being but indifferent sailers, he ordered three of them to be burned, and proceeded with the remainder off Acapulco, where he had the mortification to learn that the galleon had arrived safely in that port. He was, however, induced to continue cruizing off that station, by the intelligence that she would soon sail again on her return to Manilla. No galleon appeared, upon which it was conjectured, and justly, as it was afterwards found, that her departure had been postponed till the ensuing season. The stock of wood and water being exhausted, the squadron was obliged to proceed to the harbor of Chequetan, about thirty leagues to the westward of Acapulco, to procure a fresh supply. The crews of the Centurion and Gloucester were by this time so much reduced, that the commodore found himself necessitated to destroy his three remaining prizes and to divide their people between those two ships.

On the 28th of April the commodore sailed from Chequetan. Having no farther hopes of success on the American coast he determined to proceed across the Pacific Ocean, and after refitting at Macao, in the river Canton, in China, to cruize off the Philippine islands, in the hope of intercepting the galleon on her return to Manilla.

After they had been at sea four months, during which their passage was constantly impeded either by calms or contrary winds, the Gloucester, which was almost re-

duced to a complete wreck, was set on fire on the 15th of August, after her crew and the most valuable articles she contained had been removed on board the Centurion. At length, on the 28th of the same month, the commodore, whose ship had sprung a dangerous leak on the passage, came to an anchor at the island of Tinian. Here the great quantity of fruits and vegetables greatly contributed to the recovery of the sick, who were immediately put on shore. During their stay at this island a very alarming accident occurred. The commodore, with 113 of his people, was on shore, when a violent storm drove the Centurion out to sea. She was given up for lost by those who were left behind, and they had actually made considerable progress in the alteration of a small vessel which they found on their arrival at Tinian, when they had the satisfaction of seeing the Centurion return, after an absence of nineteen days.

The health of the crew being re-established, and the vessel refitted, as well as circumstances would permit, the commodore sailed from Tinian on the 21st of October, and on the 12th of the following month arrived at Macao. At that place the Centurion underwent a thorough repair, which being completed, Mr. Anson set sail from Macao on the 19th of April, 1743, still persisting in his determination of cruising for the galleon. He accordingly made the best of his way to Cape Spiritu Santo, being the land to the southward of the streights of Manilla, which shore ships generally fall in with. Here he cruized 31 days, and at sun-rise, on the 20th of June, his crew enjoyed the satisfaction of discovering the object which they had so long and so ardently desired. The commodore immediately gave chace, and the enemy bore down upon him before the wind. When she came

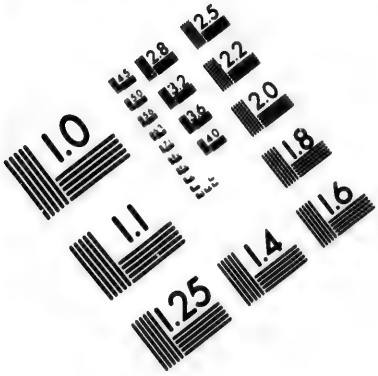
within two miles she brought to. The commodore had taken all possible precautions to make the best use of his strength; placing thirty of his best marksmen in the tops, he ordered two men to every gun for loading, and divided the rest into gangs of ten or twelve men each, who were ordered to keep perpetually moving along the decks, and fire them one by one as they were ready. He had not hands sufficient for any other method of fighting, and this was attended with considerable advantage. The Spaniards, who were accustomed to fall flat on the deck at the discharge of a broadside, and to rise again when it was over, were, by this method, exposed in a manner, unusual to them, to a continual fire. Thus, though this was an act of necessity in Commodore Anson, who had not men enough for his guns, according to the common way of fighting, it was ultimately productive of benefit.

About noon the two ships were, for a short time, separated by foul weather, which concealed the galleon from the commodore; but when it cleared up she was again discovered resolutely lying to. This conduct, which the English attributed to the expectation of being joined by a consort, was, in fact, occasioned by the determination of the Spaniards to attack their enemy, with whose enfeebled state and diminished numbers they were not unacquainted. About one the two ships were within gun-shot, and the Centurion hoisting her broad pendant and colors, fired her bow-chase. Though the Spanish commander had obstinately faced the danger, he was, however, not yet prepared for an engagement; his people being then in the act of clearing the ship, and throwing lumber overboard. The guns fired by the commodore were answered in the same manner, and

when he prepared for boarding, by getting the sprit-sail yard fore and aft, the Spaniard did the same. The engagement now began in earnest. The Centurion ran abreast of the galleon, within pistol-shot, but kept her leeward station, to prevent the enemy from gaining the port of Jalapa, from which they were only about seven leagues distant. For the first half hour the commodore over-reached the galleon, and lay upon her bow, where, by the excessive wideness of his ports, he could bring almost all his guns to bear upon the enemy, while they could employ only a small part of their's. The mats, with which the Spaniards had stuffed their netting, taking fire, burned with great violence, blazing up half as high as the mizen-top. This accident threw the enemy into the utmost consternation, and filled the commodore with scarcely less alarm, not only because her destruction would deprive him of the prize he had so anxiously been looking for, but might likewise prove fatal to the Centurion. The Spaniards, however, with some difficulty, found means to cut away the netting, and to tumble the whole mass which was in flames into the water. During this time the Centurion maintained her advantageous position, firing her cannon with great regularity and vigor, while the top-men, who, at the first volley, drove the Spaniards from their tops, made prodigious havoc with their small arms, killing or wounding every officer but one who appeared on the quarter-deck. Thus the action was continued for half an hour, when the Centurion lost the advantage arising from her original situation. She was now close alongside the enemy, who continued to fire very briskly nearly an hour longer; but even in this position the commodore's grape-shot swept the galleon's decks, and did considerable execu-

tion. The number of the killed, at length, became so great, that the enemy's fire slackened, especially as their commander, whose example had greatly animated his men, was himself wounded. Confusion and desertion were now visible on board the galleon, the ships being so near, that the Centurion's people could see the Spanish officers running about the decks to prevent the men from leaving their quarters. At this time they pointed five or six guns with more than usual judgment, as if they intended to make a last effort, but all was in vain. The galleon resigned the victory, and her ensign having been shot off the staff at the beginning of the engagement, she struck the standard at the main-top-gallant mast-head. The person who was ordered upon that duty must inevitably have been killed, had not the commodore, who perceived his intention, given orders to the contrary.

Thus were the commodore and his crew compensated for the hardships and fatigue they had undergone, by the possession of a prize laden with treasure and effects to the value of 400,000l. sterling. She proved to be the Nostra Senora de Cabadonga, commanded by Don Jeronimo de Montero, an officer of skill and resolution. She mounted 42 guns, and her crew consisted of 550 men, of whom 58 were killed and 83 wounded. She was well defended against boarding, by a strong network of six-inch rope, and furnished with abundance of small arms. On the part of the Centurion only two men were killed, and a lieutenant and 16 men were wounded. Of the latter only one died. The general joy diffused throughout all the ship's company, on this occasion, was soon interrupted by a dangerous fire which broke out near the Centurion's powder-room, but it was



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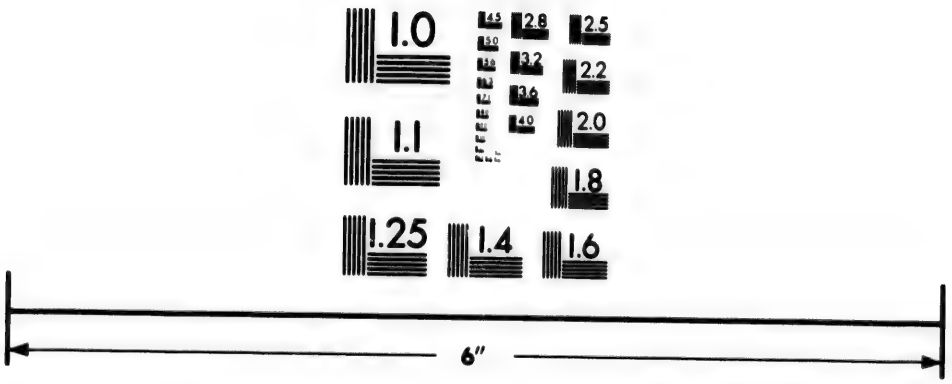

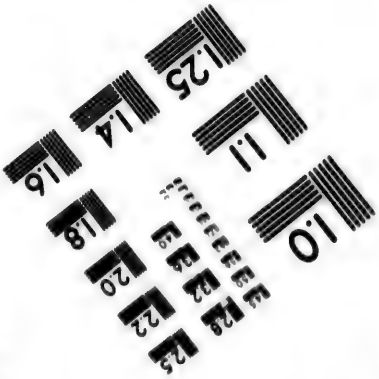

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fortunately extinguished without doing any material damage.

The commodore having secured his prisoners and the principal part of the treasure on board the Centurion, gave the command of the prize to his first lieutenant, Mr. Saumarez, and proceeded with her to the river of Canton. On the 14th of July he arrived at Macao, and having, with some difficulty, obtained permission to refit, he sold the galleon for 6,000 dollars, and, at the solicitation of the Viceroy of Canton, released all his prisoners. Leaving China on the 15th of December, he sailed for England, and arrived at Spithead on the 15th of June, 1744. Here, as if to crown the success he had experienced, Mr. Anson learned what a narrow escape he must have had from the French fleet, which was then cruizing in the mouth of the channel, and through which he must have passed under the cover of a thick fog.

ATTACK OF CARTHAGENA.

Government having resolved to send out a powerful reinforcement to Admiral Vernon, in the West Indies, a squadron of 24 sail of the line and several frigates was equipped, and on the 26th of October, 1740, sailed from St. Helen's, under the command of Rear-admiral Sir Chaloner Ogle. It had under convoy a large fleet of transports, with about 12,000 troops, commanded by Lord Cathcart. This armament had scarcely cleared the Land's End when it was overtaken by a violent gale of wind, in which the Buckingham was so much damaged that she was obliged to return to Spithead; and the Superbe, Torbay, and Prince of Orange put in at Lisbon.

On the 19th of December this fleet arrived at Dominica, and the following day the service sustained a great loss in the death of Lord Cathcart, a nobleman of high reputation and abilities. The command of the army devolved upon General Wentworth, to whose deficiency in talents and experience is partly ascribed the subsequent failure of this expedition; but, which might, perhaps, with great justice, be attributed to the violent and mutual dislike which subsisted between him and Admiral Vernon.

On the 27th of December the rear-admiral sailed for Jamaica, where he arrived on the 7th of January, 1741. Here having joined the squadron under Admiral Vernon, who now had a fleet sufficiently powerful to attempt some enterprize of importance; it was resolved in a council of war to proceed to Carthagena. He, accordingly, steered for that place, and arrived before it on the 4th of March. As the Spaniards apprehended an attack in that quarter, the utmost exertions had been made to strengthen the fortifications, and to place them in the best possible state of defence.

All the necessary preparations for the attack being made by the 9th, the admiral got under way with his own division and that of Sir Chaloner Ogle, who was particularly charged with the operations against the forts and batteries. The Princess Amelia, the leading ship, brought up against the Chamba battery, which she was ordered to cannonade, and soon silenced it. The Norfolk, Russel, and Shrewsbury were likewise successful in their attack on the forts of St. Jago and St. Philip. The two former received but little injury, having only six men killed; but the Shrewsbury did not come off so well. Her cable being unfortunately

cut by a shot, she fell to leeward, so as to open the mouth of the harbor, where she was exposed nearly seven hours to the fire of two of the enemy's batteries, the Bocca Chica, and St. Joseph; and four of their line of battle ships moored across the entrance. Captain Isaac Townshend, her commander, disdained to quit his station; till, at night, when the Spaniards had ceased firing, he received the admiral's order to that effect. His ship was by that time a complete wreck, being entirely dismasted, having 240 shot in her hull, sixteen of which were between wind and water, and 20 men killed and wounded. Meanwhile Colonel Cochrane landing at the head of 500 grenadiers, took possession of the forts from which the enemy had been driven.

The troops, cannon, and stores were now landed; but the soldiers being terribly incommoded by the fire of a fascine battery on the island of Baru, which infiladed the whole camp, the admiral ordered Captain Boscawen to storm it with a body of 300 sailors and 200 soldiers. The execution of this design was fixed for the 17th, but on account of the violence of the wind it was deferred till the 19th. It was attended with the most complete success; Captain Boscawen and his gallant party landed on the island and attacked the battery with such intrepidity, that the Spaniards were soon driven from their post. The English then spiked the guns, and destroyed the carriages, together with the platforms, guard-houses and magazines.

On the 23d Commodore Lestock was ordered with a detachment of the fleet to attack the batteries and ships at the entrance of the harbor. After a furious cannonade, which continued the whole day without

making any vissible impression on the enemy, the admiral called off the ships, some of which were much shattered. On this occasion fell Lord Aubrey Beauclerk, captain of the Prince Frederic, of 70 guns, whose death was justly considered as a national loss.

The reader will not be displeased with the following particulars relative to this gallant young officer. They compose the inscription on the pedestal of the monument erected to his memory in Westminster Abbey.—"The Lord Aubrey Beauclerck was the youngest son of Charles, Duke of St. Albans, by Diana, daughter of Aubrey de Vere, Earl of Oxford. He went early to sea, and was made a commander in 1731. In 1740 he was sent upon the memorable expedition to Carthagena, under the command of Admiral Vernon, in his majesty's ship, the Prince Frederic, which, with three others, was ordered to cannonade the castle of Bocca Chica; one of these being obliged to quit her station, the Prince Frederic was exposed not only to the fire from the castle, but to that of Fort St. Joseph, and to two ships that guarded the mouth of the harbor, which he sustained for many hours that day and part of the next, with uncommon intrepidity. As he was giving his commands upon deck, both his legs were shot off; but such was his magnanimity, that he would not suffer his wounds to be dressed till he had communicated his orders to the first lieutenant, which were to fight his ship to the last extremity. Soon after this he gave some directions about his private affairs, and then resigned his soul with the dignity of a hero and a christian. Thus was he taken off in the 31st year of his age, an illustrious commander of superior fortitude and clemency, amiable

in his person, steady in his affections, and equalled by few in the social and domestic virtues of politeness, modesty, candor, and benevolence."

On the 25th fort St. Lewis was stormed and carried, with the loss of only one man; on which the enemy sunk two of their men of war at the entrance of the harbor, and burned another. A general assault was made on the Bocca Chica castle, and a breach being effected, Captain Knowles was detached with a body of seamen to make a diversion, in order to facilitate the approach of General Blakeney, who commanded in chief the main assault by land. In consequence of this judicious measure the castle was stormed by the assailants, and a farther success was obtained on the same day by the seamen, under Captain Knowles. That officer, accompanied by Captains Watson, Cotes, Dennis, Cleland, and Broderick, observing the consternation into which the Spaniards were thrown, immediately conceived the bold design of rowing in the boats close under the lee shore, and storming fort St. Joseph. It was accomplished with equal promptitude, and at ten at night they took possession of the fort which the Spaniards abandoned after a very slight resistance. Leaving Captain Cotes to guard the fort, he then rowed off to the Gallicia, of 70 guns, the only Spanish ship that had not been destroyed, and on board of which the flag of the admiral Don Blas de Leso was then flying. In this vessel he took the captain, two or three inferior officers, and about 60 of their people; the rest of the crew having already quitted her. He then proceeded with his detachment to cut the boom and cables, fixed across the harbor from fort St. Joseph to the castle of Bocca Chica,

and fastened at each end with three large anchors, so that a clear entrance was made into the harbor for the English fleet.

The next morning the admiral entered, and was followed by the Burford and Orford, which placed themselves across the harbor, just out of reach of the guns of Castello Grande. Captain Knowles, in the Weymouth, got in the same day, and was ordered to run close in to the castle, which he was to cannonade. The Spaniards were so intimidated, that they offered no resistance; upon which the Captain sending his boats on shore, took possesion of it without opposition. This fortress mounted fifty pieces of cannon, and was an acquisition of the greatest importance to the subsequent operations of the army, as it enabled the troops to land within a league of the town, and they would otherwise have had three times that distance to march.

So far success had attended the British arms, but they were now to experience a mortifying reverse of fortune. On the 12th of April the troops were repulsed with great slaughter in an attempt to storm fort Lazar; and at the same time disease had made such ravages among them, that on the 24th it was resolved to raise the siege. The seamen were employed till the 8th of May in blowing up the forts under the direction of Captain Knowles, and the Gallicia, which had been converted into a floating battery, was likewise destroyed. This business being accomplished, the vice-admiral sailed for Jamaica, and on the 19th arrived in Port Royal harbor; soon after which he sent home Commodore Lestock with eleven sail of the line and the homeward bound trade under his convoy.

Such was the end of an expedition which cruelly disappointed the hopes founded on the powerful force employed in it. It was, however, productive of considerable inconvenience to the enemy, who, exclusive of the injury sustained by the harbor and fortifications of Carthagena, lost the following ships on this occasion:—

BURNED.

	Guns.
Gallicia	70
St. Philip	60

SUNK.

Conquestadore	66
St. Carlos	60
Africa	60
Dragon	60

On the 26th of May it was resolved in a council of war, held at Jamaica, to employ the force which had returned from Carthagena, in an attempt on St. Jago in the island of Cuba. The fleet accordingly sailed on this expedition, but in consequence of a determination equally ridiculous and unaccountable, the troops were landed on the 11th of July, above sixty miles from that place, instead of immediately assaulting the town itself. Having continued inactive till the 9th of October, General Wentworth then represented to the admiral the impracticability of the enterprize. His opinion being cofirmed by a council of war, the troops were re-

embarked on the 20th of November, and on the 28th the fleet sailed for Jamaica.

During this last expedition, the boats of the Squirrel, a 20-gun frigate, commanded by Captain (afterwards Sir Peter) Warren, discovered a large Spanish privateer at anchor close to the shore of Cuba. On the approach of the English her crew landed and fled into the woods, but were pursued by the Squirrel's people, and many of them killed. During the pursuit a tar observing a dead Spaniard lying on a British ensign, protested he would be d—d if the fellow should rest on such an honorable bed, and rolling off the body, carried away the ensign which he delivered to his captain; who in one corner of it discovered a packet of letters, that proved to be of considerable importance.

In the commencement of 1742, Admiral Vernon having received a re-inforcement of 2000 troops from England, resolved to proceed to Porto-Bello, and marching across the Isthmus of Darien, to attack the rich town of Panama. On the 28th of January he entered the harbor of Porto-Bello without opposition; the governor and garrison on the approach of the English quitting the town and marching to Panama. Thus re-inforced it was deemed imprudent to hazard an attack, and the enterprize was abandoned. The animosity between Admiral Vernon and General Wentworth had now encreased to such a degree, as to be extremely prejudicial to the service, when, in September, orders arrived at Port Royal for the immediate return of both commanders. In December the admiral sailed for England in the Boyne, and was soon followed by the general, with the remnant of the troops.

On the 12th of April the Eltham of 40 guns, Captain Smith, and the Lively of 20 guns, Captain Stewart, being on a cruize off the Virgin Islands, fell in with three Spanish ships, being part of a squadron which had on board a re-inforcement of troops for Carthagena. These vessels were called El Coro, pierced for 60, but having only 40 guns mounted; and the St. Sebastian and St. Joachim of 30 guns each. The two English frigates immediately gave chace, and having come up with the enemy, a most bloody engagement ensued, and was continued till night, when the Spaniards sheered off and with some difficulty reached Porto Rico, with six or seven hundred men killed and wounded. Among the former was the new Governor of Carthagena. The loss of the British ships was inconsiderable, but the damage they had sustained in their masts and rigging, prevented them from pursuing the enemy.

In the year 1743 nothing of importance was performed in the West Indies. Sir Chaloner Ogle who had succeeded Admiral Vernon in the chief command on that station, detatched Captain Knowles with a squadron of ships of war to attack the Spanish settlements of La Guira and Porto Cavallo on the coast of Caraccas. In consequence of the little secrecy observed relative to these expeditions, and the great strength of the points which it had been agreed to attack, these attempts proved equally unsuccessful with that on Carthagena. In both the English ships sustained considerable damage, and lost a great number of men.

The British cruizers were, however, uncommonly successful during this year, and made many rich captures.—Captain Tucker in the Fowey cruizing off Cape

Corientes fell in with and took the St. Joseph le Desiderio, a Spanish registe. ship, valued at 100,000l. sterling. Lord Bamff in the Hastings frigate, after an obstinate conflict of two hours, made prize of a vessel belonging to the same nation, which mounted 20 guns, bound from the Havannah to Cadiz, with treasure to the amount of 1,300,000 dollars; about ten days afterwards, as he was convoying his prize into port, he took a privateer of a force little inferior. The Litchfield, of fifty guns, Captain Burnaby, cruizing off Porto Rico, chased a large privateer, which took shelter under a fort in Aguada Bay. The captain immediately landed a body of men, who stormed the battery, spiked and dismounted the guns, brought off the colors and burned the privateer. This service was performed with the loss of only one man, but that of the Spaniards amounted to obout 200. Besides destroying two more privateers during this cruize, Captain Burnaby took and carried into Jamaica the St. Raphael of 14, and the St. Antonio de las Animas of 22 guns.

Captain Geary, in the Squirrel of 20 guns, fell in with and took, off Madeira, a French ship, the Pierre Joseph, chartered by Spanish merchants, and bound from the Havannah to Cadiz. This vessel contained besides other valuable commodites, sixty-five chests of silver, each containing 3000 pieces of eight. A circumstance connected with this capture is too honorable to Captain Geary's character to be suppressed. Before he sailed on this cruize he had entered into an engagement with another captain in the navy, to share with him whatever prizes they might take during a certain period. The Pierre Joseph was not taken till after the expiration of the term of partnership; Captain Geary,

however, divided his share equally with his friend, saying, he knew the latter would have acted in the same manner towards him, had he been as successful.

In the month of May the honorable Captain Aylmer, in the Port Mahon frigate, took, after a running fight of five hours, the Santa Teresa de Jesus, a Spanish privateer of 16 guns and 147 men; ten of whom were killed, and fourteen desperately wounded. The Port Mahon had only one man wounded.

In the Mediterranean a powerful force under the command of Admiral Matthews was this year employed in blocking up the French and Spanish fleets in the harbor of Toulon. The admiral having received intelligence that the Genoese had permitted troops to be raised in Corsica for the service of Spain, sent Commodore Martin in the Ipswich, together with the Anna galley fire-ship, to take or destroy any vessels of that nation which they might find in the harbors of the island. The commodore proceeded to Ajaccio bay where he found the St. Isidore of 70 guns. The enemy on the approach of the English ships, set fire to the St. Isidore, and endeavored to escape on shore; but before all the crew could leave her, she blew up, and a great number perished.

Some of the English cruizers were likewise very successful on this station. The Romney, in particular, commanded by Captain Grenville, fell in with and and took the Santa Rosa, a Spanish register ship, of 20 guns, valued at 120,000l.

In 1744 the court of France, which had long been meditating an attack on Great Britain, and had actually equipped a fleet in the Mediterranean to join that of Spain, formed another project for embarrassing the

measures of government, by reviving the cause of the Stuarts, and making an attempt to seat the grandson of James II. on the British throne. Great preparations were made at Brest and at Dunkirk to support this design. At the former a fleet of 23 sail was equipped and entered the channel, with the intention of proceeding to Dunkirk, where it was to have been joined by the Pretender, and a fleet of transports, having on board 20,000 men. The British ministry who were no strangers to the object of these formidable preparations, equipped a fleet of twenty-nine sail of the line, the command of which was given to Sir John Norris.

On the 3d of February the French armament entered the channel, but was so retarded by contrary winds, that it was the 17th before they could work up as high as the Isle of Wight. Sir John had sailed for the Downs three days before, and a frigate, which the French admiral had sent to reconnoitre, finding no ships at Spithead, the enemy concluded that the same tempestuous weather which they had encountered, had likewise compelled the English fleet to return into harbor. Four ships were dispatched to Dunkirk to hasten the embarkation of the troops, and on the 22d at night, the French came to an anchor off Dungeness.

On the 24th the British admiral being informed by one of his cruizers of the position of the enemy, instantly made the signal to weigh, and the wind being contrary, he beat down with the ebb tide; which, unfortunately, failed when he was within two leagues of the enemy, where he was obliged to come to an anchor. The French commander, perceiving the superiority of the British fleet, immediately called a council of war, in which the enemy resolved to make the best of their way

back to Brest. It was at this time a dead calm; but the wind freshening on the turn of the tide, they got under sail about sun-set, and stood down the channel. The gale which had sprung up at northwest encreased to a storm, and favored their escape. Their ships were dispersed and sustained so much damage, that it was with considerable difficulty they reached Brest in a very distressed and shattered condition. At Dunkirk many of the transports foundered, and others were driven on shore, by which many lives were lost. Sir John Norris returned to the Downs with the fleet under his command, which had likewise felt the effects of the storm, for the purpose of blocking up the port of Dunkirk.

This expedition closed the naval career of Sir John Norris, who had been constantly in the service for a period of sixty years. Though many commanders have had the good fortune to acquire a greater share of popular applause, yet none can prefer a juster claim to public gratitude. His life is remarkable for a more than usual share of those misfortunes which human courage and prudence are incapable of averting. The seamen always foretold a storm whenever Sir John put to sea, and the frequent accidents which from that cause befel the ships and squadrons under his command, procured him the appellation of *Foul-weather Jack*; by which he was better known in the navy than by his own name and title.

On the 20th of March, France made a formal declaration of war against Great Britain, and on the 31st of the same month it was declared by Great Britain against France.

A squadron of ships of war sailed on the 18th of April from St. Helens, under the command of Sir Charles

Hardy, who had under his convoy the trade to the coast of Portugal, and store-ships for Gibraltar and the fleet in the Mediterranean. Two of the ships belonging to this squadron chased a French frigate, and after a pursuit of fifty hours came up with and took her. She proved to be La Medée, of 26 guns and 240 men, commanded by M. d'Hocquart. During this voyage, the Northumberland, of 70 guns, one of Sir Charles Hardy's squadron, had the misfortune to fall into the hands of the enemy. The following are the particulars of this unfortunate affair, as related by a person who was on board that ship at the time.

"May the 8th, being in latitude 39 deg. and 40 min. at five A. M. the admiral made a signal for the Northumberland to chase a sail to the northward. We crowded all the sail we could set, but could gain nothing on the chase, having little wind, and hazy weather. At twelve the gale freshened, but we could not get within gunshot. At two the admiral made a signal for us to leave off chasing, and come into the fleet. The captain was acquainted with it and would not obey. I know not his reason for it. About three we had a hard shower of rain, with a brisk gale, and very thick weather. At four, the weather clearing away, we lost sight of the chase, and discovered three ships steering to the westward, two of them appearing to be large ships of equal force with us, the other a ship of about twenty guns, at the distance of a league. On viewing them, the master said they were strangers; that two of them were warm-sided ships, and that the other had a whole tier of guns. He persuaded the captain to tack, and stand for the fleet, which he refused, saying, he was resolved to see what those fellows were made of. He ordered the men to

unlash the guns and clear the ship, which he had not time to do. On our bearing down to them, they immediately brought to under their top-sails, and hoisted English colors, but on our nearer approach, these were changed to French; the head-most ship hoisted a broad white pendant, and ran her guns out. We bore down upon her so precipitately that our small sails were not stowed, nor our top-gallant sails furled, before the enemy began to fire on us. At the same time we had not the cabins cleared away, nor were the hammocks stowed as they ought to have been. In short, we had nothing in order.

"At five o'clock we came up with the Content, the commodore's ship, of 62 guns. She threw her whole fire, small and great, into us, without doing us any damage. Our captain would not stop here, nor take any notice of it, but ordered us to bear for the Mars, of 64 guns, which ship was somewhat to leeward of us. This was a great miscarriage in the action; for, had we kept close to the first ship, in all probability we should have disabled her, before her consort could have got to her relief, and at the same time we should have been as well prepared for the other. But our leaving her, and bearing for the Mars, gave them the opportunity of supporting each other in the attack they made on us, and also enabled the small ship to lie under our stern.

"On receiving the fire from the Content, our people gave three cheers, and we ourselves began the action by firing on the Mars. The fire was continued by our people, on the different ships, as we could bring our guns to bear on them. After the action had continued some time, the men were shot at the helm: the proper officer that should have been on the quarter-deck, to

assist the captain, not appearing, the helm was neglected, and the ship, for a time, thrown into the wind, so that she lay exposed to the enemy to act by her as they pleased, we not being able to bring a gun to bear on them. They ranged up to pour their whole fire into us towards night, and the Mars bearing for us, it was thought she intended to board, upon which we endeavored to set our main-sail, but were prevented, our lee-sheet being cut by a shot. Having a whole broadside ready, it was discharged at once into her. She being much wounded, bore away, and troubled us no more; we then prepared to receive the other ship, which now began to attack us on the starboard quarter. This being the first time she had attacked us on that side, her fire seemed intended only to favor the retreat of her consort. The night came on: we returned their fire, which had now continued upwards of three hours, and all judged that we had the best of it; when there was a sudden call from the quarter-deck:—'Leave firing, we have struck!' No one would believe but that the French had struck, as we saw no apparent reason on our side for doing so. The French still continuing their fire, the same was returned, and a whole broadside was preparing, when there was a second exclamation of:—'Damn the rascals! Leave firing, and house your guns! We have struck!' I believe from the master.

"The captain was brought, just at that time, mortally wounded from the quarter-deck: and leaning against the mizen-mast, the master said:—'Sir, what will you do? For God's sake consider your men; they are all killed or wounded. We have not a man left to do any thing: we lie here to be shot at;'—with many expressions of the same kind. The gunner begged in

like manner, adding:—'We shall all be killed; they are going to rake us fore and aft. Dear Captain Watson, strike! Let us cut away the mast! We shall be retaken to-morrow. Let us disable the ship!' This would have been put in execution had they not been prevented by the people. The carpenter, at this time, came and reported that the ship was as sound as ever in her hull, and that she made not one inch of water. The captain would not hearken to any thing; ordering the crew to put the ship before the wind, and to keep on the defence. He was carried down to the purser's cabin to have his wounds dressed, and knew not that the ship was given up till he saw the Frenchmen on board.

"It is obvious that nothing was farther from the captain's thoughts than the surrender of the ship. The fact is, he was not in his proper senses when the action began, in consequence of a fall, by which he had fractured his skull some time before; and a small quantity of liquor rendered him quite incapable of duty, as was his unhappy fate that day. Exposing himself too publickly on the arms-chest, he became an easy mark to be shot at, and afterwards growing faint from his wounds, he could not exert himself as he would have done; and having no assistance from those whose duty required it, he saw his error when too late.

"Thus was given up to the enemy one of the best ships in the navy of England, when there was no real necessity for doing so. It is true the mate was wounded, the sails and rigging were torn to pieces, and about seventy men killed and wounded. On the other hand, we had a stout ship; no leaks to stop; no damage done to our hull: we had men that were able and willing to fight our guns, and would have held it out to the last,

if there had been one officer at his post to take the command. Added to this, it was night, and so dark, that the enemy knew not the colors were struck: the people would have continued the action longer, had they not been forced to leave off, the enemy being called to for quarter, and desired to come on board with their boats, I believe by the master."

In this action, in which the bravery of the captain and the seamen is as conspicuous as the pusillanimity of his officers, the loss of the enemy was very considerable; 130 of their men were killed and wounded, and the ships received considerable damage. They carried their prize, in great triumph, into Brest. Captain Watson lingered in excessive pain for several days, and even lived to reach that port. The crew, upon their release, were tried for the loss of the ship, and honourably acquitted, but the master was sentenced to be imprisoned for life in the Marshalsea.

The king having applied to the Dutch for the aid of a naval force, which they were bound by treaty to furnish, the States General ordered 20 sail of men of war to be equipped. Part of this squadron was united to the fleet destined to relieve Sir Charles Hardy, who had been blocked up in the Tagus by a superior French force under the Count de Rochambeau. The command of the combined fleet was given to Sir John Balchen, who left Spithead on the 7th of August, with 200 sail of merchantmen under his convoy. The French admiral, on his approach, prudently withdrew from his station, and took refuge at Cadiz, upon which Sir Charles Hardy and Sir John Balchen proceeded to Gibraltar with the stores and provisions intended for the use of that fortress. This object being accomplished, the Eng-

lish fleet cruised for some days in the hope of falling in with Rochambeau, but that wary officer kept close in his place of security till their departure. On the 30th of September Sir John entered the Bay of Biscay, on his return to England; and on the 3d of October the fleet was overtaken by a violent storm, in which many of the ships were much shattered. The Exeter, of 60 guns, Captain Broderick, lost both her main and mizen-mast, and was thrown on her beam ends, so that, to preserve her from sinking, it was found necessary to throw overboard twelve of her lee-guns with all possible expedition. On the 4th the Victory parted from the fleet, and was never more heard of. She carried Sir John Balchen's flag, mounted 110 guns, and was, without exception, the finest ship in the navy. She was manned with a chosen crew of 1,100 men, besides 50 volunteers, most of whom belonged to families of the first distinction. It was supposed that she struck on the Caskets, a ridge of rocks near Alderney, as the inhabitants of that island heard repeated signals of distress in the night between the 4th and 5th of October; but on account of the darkness and the violence of the tempest, they were unable even to attempt to afford any assistance. The loss of this worthy commander, and the premature fate of so many brave men, diffused throughout the nation a sorrow more general than had been experienced since the wreck of the gallant Shovel. As a reward for the long and faithful services of the admiral, the king settled a pension of five hundred pounds a year on his widow, who erected to his memory an elegant monument in Westminster abbey.

On the 24th of February, Captain Bury, in the Solebay, of 20 guns, gave chase to a large ship, and came

up with her about nine in the morning. The enemy, when first discovered, displayed French colors, but on approaching within gun-shot hoisted those of Spain, and resolutely commenced the action, by firing a shot across the Solebay, which Captain Bury as vigorously returned. The contest was maintained with great spirit on both sides, for five hours, when the enemy struck. She proved to be the Concordia, from Vera Cruz, bound to Cadiz, mounting 26 guns, and carrying a crew of 140 men, seven of whom were killed, and upwards of 20 wounded. The cargo consisted of 195,000 heavy dollars, besides other valuable commodities. In this encounter the Solebay had only seven men wounded. In the course of the summer the Solebay was taken, together with eleven merchantmen under her convoy, by the French squadron under the Count de Rochambeau.

On the 29th of July, the Hound and Vulture sloops being off Goree, with the trade to Rotterdam under their convoy, the former, commanded by Capt. Gordon, gave chase to a French privateer, which struck after an action of an hour and a half. She mounted 10 carriage guns and 9 swivels. Five of her crew were killed, and several mortally wounded. The Hound, at the same time, retook a ship which the privateer had just captured. For this spirited action Captain Gordon was promoted to the command of the Gosport, a frigate of 44 guns.

ENGAGEMENT OFF TOULON.

The fleet under Admiral Matthews still continued to block up that of the French and Spaniards in the harbor of Toulon, but early in the year 1744, M. de Court was sent by the French government to take the command of

their ships, with positive orders to put to sea. The force of the united squadrons consisted of 28 sail of the line and six frigates. The English fleet was composed of the same number of line of battle ships, but was more powerful in frigates. This advantage, however, was more than counterbalanced by the superiority of the combined fleet in point of equipment, both with respect to the number of men and the condition of the ships.

It was in the month of January that M. de Court arrived at Toulon, where, hoisting his flag on board the Terrible, of 74 guns, he assumed the command of the whole fleet. On the 8th of February Admiral Matthews received intelligence that the combined fleet intended to put to sea the following day. Between three and four that afternoon, Captain Marsh, of the Winchelsea, one of the ships appointed to watch the enemy's motions, made the signal that some of them were under sail; upon which the admiral gave orders to unmoor and to prepare for action, which was done with the utmost alacrity and expedition. In less than half an hour several of the enemy could be seen from the English fleet, and before dark Captain Marsh made the signal that 19 sail were in sight. About two in the morning he sent word to the admiral that they had come to an anchor under Cape Sepet.

As soon as it was day, those which had come out the preceding night were seen under sail, and soon afterwards the rest were observed coming out, their number being in all 34 sail. The admiral immediately weighed, the wind blowing very fresh westerly. He expected them to bear down upon him, but soon discovered that they had no such intention, at least for that day, as they kept plying to windward, though there was every appearance of foul weather, and some of the weathermost

ships were at night hull-to. He, therefore, stood to and fro in the bay till night, and then anchored, having left cruizers out to watch the enemy's motions.

At day-break of the 10th only fifteen sail of the enemy were in sight, the rest being concealed by the island of Porquerolle. Admiral Matthews immediately got under weigh, having but little wind, and made all the sail he could to come up with them. The enemy at the same time stood towards the English fleet with a light breeze at west. The hostile fleets now approached each other, when that of the French and Spaniards brought to in line of battle; but for want of wind it was night before the British commander could get near them. At dusk he brought to at the distance of three gun-shots from the enemy, ordering the Essex to lie a mile to leeward of him, and the Winchelsea a musket-shot to the leeward of the Essex to watch their motions, and to stand after them in case they should make sail. Admiral Matthews was now so near the combined fleet that he could count their ships after the moon was down, but at the same time he could not see Vice-admiral Lestock and his squadron, he having brought to so far to windward that, at the dawn of the following day, when the admiral had made sail and hoisted the signal for the line of battle abreast, Mr. Lestock was full five miles astern of him. The combined fleet meanwhile approached with the greatest regularity.

Rear-admiral Rowley led the van, but could never come near the French squadron; M. de Court sometimes lay-to as if with the intention of waiting for the English, but, when the latter drew near, he again made sail, till he had, at last, left most of the Spanish ships a considerable distance astern. Mr. Matthews being

now fully convinced that he would never come to a general engagement, and judging that his design was to draw him down the Streights, made all the sail he could after the enemy. About half an hour after eleven he made the signal for engaging.

His first intention was to attack the French admiral in the Terrible of 74 guns; the Marlborough and the Norfolk were to have been his seconds, and he, accordingly, passed within musket-shot of the Spanish admiral, Don Navarro, in the Royal Philip of 114 guns, without firing at her. Finding, however, that M. de Court stretched away with all the sail he could, in order to get to windward, the admiral, thinking to intercept some of the Spanish ships, tacked and stood towards the Royal Philip, ordering the Marlborough, Captain Cornwall, to do the same.

The engagement commenced about one o'clock; but the Namur, the admiral's ship, soon received so much damage in her masts and rigging, that Mr. Matthews was obliged to lie-to, and was prevented from giving any assistance to Captain Cornwall, who was now engaged within pistol-shot alongside the Royal Philip, while the Hercules of 70 guns, the Spanish admiral's second, lay upon his quarter. The Marlborough maintained this glorious, but unequal conflict, unsupported, three hours and a half, during which her yard-arm sometimes touched that of the Royal Philip, whose guns were at length silenced. She sheered off, followed by her second. The Marlborough was now reduced to a complete wreck; her main and mizen-mast were carried away, and the brave Captain Cornwall, disdaining to retreat, had both his legs shot off while animating his crew, and soon afterwards expired. His nephew and

first lieutenant, Frederic Cornwall, emulating the intrepidity of his gallant relative, continued the action with the greatest conduct and spirit till he had the misfortune to lose his right arm.

Meanwhile the Norfolk, commanded by the honorable Captain Forbes, engaged the Constant, and after a short contest drove her out of the line. She bore away, and never shortened sail while she was in sight. In like manner the Hercules, when attacked by Mr. Matthews, stood away with all the sail she was able to set. The Namur, the Marlborough, and the Norfolk were the only ships in the admiral's division which did their duty, all the other captains lying at a cautious distance, so as neither to do nor receive any damage.

Rear-admiral Rowley having, at length, closed with the French admiral about two o'clock, began to engage him and his second astern. The conflict was maintained with great vigor for nearly two hours, during which the admiral was ably supported by Captain Osborne, in the Princess Caroline. M. de Court then sheered off, leaving his two seconds to secure their retreat as well as they could. The contest with these ships did not continue above twenty minutes ,when they followed the example of their commander. These three were the only ships of the French division that were engaged, the remainder keeping their wind with the intention of tacking upon and weathering Mr. Rowley. This manœevre they were however prevented from executing by the leading ships of the van, which dexterously and attentively pursued the same conduct.

By this time the Royal Philip and Marlborough were completely disabled, and the Spanish admiral's seconds

were driven out of the line unable to support him. In this situation Admiral Matthews ordered the Anne galley fire-ship to burn the Royal Philip, and the boats of his division to tow the Marlborough out of the line. At four o'clock she bore down towards the Spanish admiral, who opened a continual fire upon her. Captain Mackay having ordered all his people off the deck, steered the ship himself with the match in his hand. As he passed the Dorsetshire he desired her assistance to cover and conduct him, but this was refused by Captain Burrish; upon which the unfortunate officer is said to have exclaimed, with a sigh:—"Then I am going to be sacrificed!" Observing a large Spanish launch rowing towards him, he ordered his guns to be discharged at her, when the fire-ship suddenly appeared in a blaze and almost instantly blew up; but at too great a distance to injure the Royal Philip. Captain Mackay, his lieutenant, gunner, mate, and two quarter-masters perished.

The Princessa, Somerset, Dragon, and Bedford were now engaged with the rest of the Spanish ships a-head, but not with that spirit which was necessary to ensure success. Captain Hawke, in the Berwick, indignant at the conduct of his brother officers, stood out of the line, bore down upon the Poder, which vigorously returned the fire of the English ships, and brought her to close action. When he was within pistol-shot he discharged a broadside into the Spaniard, by which he killed twenty-seven of her people and dismounted seven of her lower-deck guns. She still made a vigorous resistance for some time; but, at length, having 116 men killed and her main-mast and fore-top-mast being carried

away, she struck. M. de Court perceiving that if Vice-admiral Lestock should take his station, the Spanish division must be entirely defeated, and being intent on their preservation, he made a signal about three o'clock for the van to tack and go to the assistance of the rear, imagining he had then a fair opportunity of inclosing Admiral Matthews between two fires. But this signal was not put in execution till very late, because Commodore Gabaret was prevented from tacking by the vigilance of Captains Cooper, West, and Lloyd, in the Stirling Castle, Warwick, and Nassau. These ships, while the French commodore was endeavoring to gain the weather-gage, kept so well to the windward as to prevent the enemy from tacking so soon as they would have done. At length, in spite of their endeavors, the van of the French squadron tacked about five, which obliged Rear-admiral Rowley to tack also, with a view of joining the centre, which must otherwise have been overpowered by the superiority of the French. The latter however did not think proper to renew the engagement. They contented themselves with retaking the Poder, which had not a mast standing. Night now put an end to a contest which had been partial, but very severe, and Admiral Matthews hauled down the signal for battle.

The Namur had sustained so much damage, that about eight at night Admiral Matthews removed his flag on board the Russel. At day-break on the 12th, the enemy's fleet was discovered to leeward, with their disabled ships in tow. The admiral immediately chaced them; the French lying-to in line of battle to windward of the Spaniards, most of them hull-to: but as he drew near, they made sail, leaving the Poder behind them.

That ship again fell into the hands of the English, and was, by the admiral's order, burned by Captain Norris, of the Essex.

On the 13th, in the morning, the admiral made a signal for Vice-admiral Lestock and his division to chace above 20 sail of the enemy, which were seen in the W. S. W. The vice-admiral gained fast upon them, and had not the commander in chief made the signal to recal the ships in chace, the enemy would have been obliged either to throw off their disabled ships, or to risk a general engagement. The admiral assigned as a reason for this measure, that if he had continued the pursuit, he might have been drawn too far down the Mediterranean, and thus have left the coast of Italy unprotected.

After he had lost sight of the enemy's fleet, the admiral endeavored to regain his station in Hieres Bay, but was prevented by contrary winds and tempestuous weather, He therefore steered for Port Mahon, when he arrived with the fleet on the 17th, where he suspended Mr. Lestock from his command, for misconduct, and sent him home in the Salisbury.

In this engagement, which reflected disgrace on so many naval officers, as well as the nation to which they belonged, Vice-admiral Lestock's division never came into action. Indeed not more than ten ships of the two other divisions were engaged, and in these ninety-two men were killed, and 185 wounded, exclusive of those who perished in the fire-ship. In the Marlborough, besides the gallant Captain Cornwall, Captain Godfrey, of the marines, and Mr. Caton, the master, were killed. Captain Russel, of the Namur, was mortally wounded.

The slaughter on board the combined fleets was much more considerable. The Royal Philip had 500 men killed and wounded; the Neptune 200; the Isabella 200, and the other ships in proportion to the share they had in the action. Admiral Navarro was himself wounded; and among the killed were his captain, Don Nicolas Geraldine; Don Henry Olivarez, captain of the Neptune, and his first lieutenant.

We shall here take the liberty of deviating a little from strict chronological order, for the purpose of stating the result of the various investigations which were made into the conduct of the admirals and officers concerned in this unfortunate affair.—It was obvious to the nation that a glorious opportunity of striking an important blow had been lost. Admiral Matthews attributed the misconduct to Mr. Lestock, and the latter retorted the charge on the commander in chief, while both agreed in censuring the conduct of many of the captains and officers in the fleet.

The House of Commons having examined several officers relative to this subject, requested his majesty to give directions for a court-martial to enquire into the conduct of Admiral Matthews, Vice-admiral Lestock, Captains Burrish, Norris, Williams, Ambrose, Frogmore, and Dilke; and the lieutenants of his majesty's ship, the Dorsetshire; together with all the officers who might be charged with misconduct in the engagement off Toulon: in order that those by whom such discredit had been brought on his majesty's arms, the honor of the nation sacrificed, and such an opportunity lost of doing

the most important service to the common cause, might be brought to condign punishment.

Accordingly, by his majesty's command, a court-martial assembled on board the London, at Chatham, on the 23d of September, 1745.—The four lieutenants of the Dorsetshire were first tried, on a charge of having advised Captain Burrish not to bear down upon the enemy; but, as it could not be proved, they were all acquitted. The court then proceeded to the trial of Captain Burrish, of the Dorsetshire, who was cashiered and declared for ever incapable of serving in his majesty's navy. Captain Williams, of the Royal Oak, was adjudged unfit to be employed any more: but in consideration of his long services, the court recommended him to be continued on the half-pay list. He was afterwards, in 1750, appointed a superannuated rear-admiral. Captain Ambrose, of the Rupert, was sentenced to be cashiered, during his majesty's pleasure, and mulcted one year's pay for the use of the chest at Chatham. The king, however, restored him soon afterwards to his rank. Captain John Dilke, of the Chichester, was dismissed from the command of his ship and put on the half-pay list. Captain Frogmore, of the Boyne, who was likewise implicated in the charge of misconduct, died on his passage to England.

Five other captains were tried at the same time on charges exhibited against them by Vice-admiral Lestock. Captain Pett, of the Princessa, and Captain Slaughter, of the Somerset, were acquitted; but Captains West, Cooper, and Lloyd, of the Warwick, Stirling Castle, and Nassau, were cashiered. This sentence, however, appeared extremely severe, as they had behaved with

great bravery during the engagement; and they were restored to their former rank in the service. Captain Norris, of the Essex, son of Sir John Norris, being accused by the officers of his ship, and conscious of the justice of the charges alledged against him, withdrew from that investigation which was about to be instituted into his conduct. Some say that he passed the remainder of his life in obscurity in Scotland, and others that he retired to Spain.

On the 6th of May, 1746, the court-martial assembled on board the Prince of Orange, at Deptford, for the trial of Vice-admiral Lestock. The charges preferred against him by Mr. Matthews, were to the following effect:—That not obeying his signals, and falling too far astern the night before the action, he was incapable of rendering assistance, in consequence of which the enemy escaped;—That he might have stopped the rear-most ships of Don Navarro's division, but neglected to attack them; and that these ships coming up to engage the admiral, he was obliged to quit the Royal Philip, which he had disabled, and would otherwise have taken;—That the vice-admiral had, on this occasion, evidently sacrificed the honor of his country, to gratify his private resentment; and that while he pretended strictly to observe the rules of discipline, he shamefully set an example of desertion and cowardice;—That the admiral was under the necessity of engaging as he did, otherwise he would have lost the opportunity of engaging at all, as the enemy's ships were all clean, and infinitely superior to the English in point of sailing: and though the admiral did his duty in attacking the Spanish squadron, the only part of the enemy's fleet he could come up with, yet he had the mortification not to

be seconded either by his own division or that of Mr. Lestock, who was therefore justly chargeable with the disgrace of the day.

On the 3d of June, the evidence on both sides being closed, the court passed the following sentence:—"That being of opinion the information upon which the charge was founded was not true; that the evidence in support of the charge was not sufficient to make it good; as many witnesses in support of the charge, as likewise those in the admiral's defence, had refuted the whole: the court, therefore, unanimously acquitted Vice-admiral Lestock of the whole and every part of the charge."

On the 16th of June the court proceeded to the trial of Admiral Matthews. Fifteen charges were exhibited against him by Vice-admiral Lestock, who attributed the failure of success to the admiral's rashness and precipitation in engaging the enemy before the line of battle was formed, contrary to the rules of war and the practice of our best admirals; alledging, that this conduct in Mr. Matthews was the more inexcusable, as he was under no necessity for hurrying on the action, since, by the disposition of the French and Spanish admirals, it plainly appeared they were resolved to fight; that it was unaccountable the admiral should take such precaution to prevent the enemy from escaping, when our fleet was not formed in order of battle, and they lay prepared for the English before the engagement; and when he had obtained an advantage by disabling some of their ships and burning another, that he should become of a sudden more cautious, by bringing too in order of battle, at a much greater distance, without sending out any more cruizers to watch their motions; therefore the sole

miscarriage was chargeable to the admiral, who, by his imprudence at first, in fighting at such a disadvantage, had endangered the whole fleet entrusted to his command, and afterwards by a quite contrary conduct, had suffered the enemy to escape out of his hands.

On account of the number of witnesses to be examined, and the frequent adjournments, the court did not pass sentence till the 22nd of October. It was as follows: "The court, having examined the witnesses produced, as well in support of the charge as in behalf of the prisoner; and having thoroughly considered their evidence, unanimously resolve: that it appears thereby, that Thomas Matthews, Esq. by divers breaches of duty, was a principal cause of the miscarriage of his majesty's fleet in the Mediterranean, in the month of February, 1744; and that he falls under the fourteenth article of an act of the thirteenth Charles II. for establishing articles and orders, for regulating the better government of his majesty's navy, ships of war, and forces by sea; and the court unanimously think fit to adjudge the said Thomas Matthews to be cashiered, and rendered incapable of any employ in his majesty's service."

"This sentence, (says a naval historian) however consonant it might be to the stern severity of justice, was by no means calculated to appease the tumult of popular opinion. The people, especially those who were unacquainted with the rules of the service, enquired for the man who had acquitted himself in the brilliant and favorite character of a gallant officer. When they found the commander-in-chief engaged in an active and spirited conflict in the centre of their foes, and in vain sought to discover the leader of a squadron under that commander in the same situation; when they were told that

while the former was hurling destruction on the enemies of his country, the latter was not even within gunshot; when they heard the brave admiral himself complain that he was unsupported, that he was left a sacrifice to the resentment of an individual, and thus deprived of the gratification of bringing the Spanish commander himself into a British port; they were unable to check the impulse of a generous indignation; and those who were too moderate to arraign the justice of the court, were obliged to confess that the code of naval discipline was beyond their comprehension."

Thus was the country deprived of the services of an able and gallant officer, whose only misfortune it was to be obliged to act with a man, between whom and himself there subsisted the most inveterate animosity. Private pique and personal resentment, were the sole cause of the public disgrace on this memorable occasion.

After the engagement off Toulon nothing of importance occurred, during the year 1744, in the Mediterranean; Admiral Matthews being ordered home in September, he resigned the command of the fleet on that station to Rear-admiral Rowley.

On the Newfoundland station, where Commodore Hardy commanded, Captain Young in the Kinsale, a frigate of forty guns, greatly distinguished himself. Having made prize of a large ship, he put on board her 160 men, and arming her with 20 guns, sent her to make an attempt on some French ships, then at anchor in the harbor of Fishotte. In entering the harbor, she unfortunately grounded three times; in swinging off, she fell athwart the bow of the Moderate, one of the French ships carrying 12 guns and 75 men. This vessel was quickly carried by boarding, and she was immediately

employed against four other armed ships which lay in the harbor. A desperate action commenced; the enemy defending themselves with great obstinacy five hours and a half, when they all surrendered. These vessels were: the Marquis de Se, of 14 guns and 86 men; the Jason, of 14 guns and 80 men; the St. Denis, of 14 guns and 53 men; and the Duc de Penthievre, of 12 guns and 48 men. This victory was not obtained without some loss: ten of the English were killed, and 30 wounded. The slaughter in the enemy's ships was very great.

In the West Indies, nothing was this year attempted. On the 20th of October, the island of Jamaica was visited by a tremendous hurricane, by which Port Royal was almost destroyed, and Kingston sustained considerable damage The greatest part of the fleet was fortunately out on a cruize, but eight ships which remained in the harbor, were driven ashore, and five of them wrecked. Ninety-six merchantmen shared the same fate.

On the 29th of March, 1745, the Anglesea of 40 guns and 250 men, commanded by Captain Elton, cruizing in the channel, fell in with L'Apollon, a French ship of 50 guns and 500 men, which being mistaken by Captain Elton for an English vessel, he made no preparations for an engagement, till the enemy began to fire on the Anglesea. The ship was not cleared for action, and the crew were weak and not well disciplined. Captain Elton, convinced of his error, made the utmost exertions to animate his crew, and to recover them from the confusion into which an incident so unexpected had thrown them. A severe action ensued, in which the captain and his first lieutenant fell, and above 60 of the crew were killed

and wounded. The ship, being much disabled, was surrendered by the second lieutenant, Mr. Barker Phillips, who, on his return to England, was tried by a court-martial, held on board the Duke, at Spithead, and sentenced to be shot. He is said to have inadvertently quitted the deck in the hope of persuading the surviving part of the crew to return to their quarters. The sentence was executed on the 19th of July, in the Princess Royal, at Spithead.

On the 9th of July, the Lion of 60 guns, commanded by Captain Brett, being on a cruize to the westward of the Lizard, discovered two sail to leeward. Captain Brett immediately bore down upon these ships, one of which was the Elizabeth, a French man-of-war of 66 guns and 600 men, and the other a small frigate, having on board the young pretender, and several officers of distinction, by whom he was accompanied in his attempt to land in Scotland. The Elizabeth was carrying out arms for several thousand men, and 400,000l. in specie. About four in the afternoon, Captain Brett was within two miles of them when they hoisted French colors, and shortened sail. At five, the Lion ran alongside the Elizabeth, and began to engage within pistol-shot. In this situation, the two ships kept up a continual fire at each other till ten, by which time the Lion had lost her mizen-mast, all her other masts and yards were wounded, and her rigging and sails so cut to pieces, that she became quite unmanageable. The Elizabeth, which had sustained less injury, took advantage of the crippled condition of her antagonist, sheered off, and in less than an hour was out of sight. In this desperate encounter, the Lion had 45 men killed, and 107 wounded. Captain Brett himself, with all the lieutenants and the master,

were among the latter. The master had his right arm shot off in the beginning of the action, and the lieutenants, notwithstanding their wounds, refused to leave the deck, where they continued encouraging the men by their gallant example. On board the Elizabeth, the captain and 64 men were killed, and 144 wounded, and she was so much disabled, that it was with difficulty she reached Brest. The frigate pursued her course, and, on the 27th of July, landed the pretender at Lochaber.

To prevent any succors from being sent to the rebels from France, Admiral Vernon was stationed with a strong squadron in the Downs, while Rear-Admiral Byng was sent with another to cruize off the coast of Scotland.

The English privateers were this year extremely fortunate in cruizing against the enemy. The Prince Frederic of 28 guns, commanded by Captain Talbot, and the Duke, of 20 guns, Captain Moorcock, being on a cruize off the Western Islands, fell in with two French ships, the Lewis Erasmus of 28, and the Marquis d' Antin of 24 guns, which they took after an obstinate engagement. A third, mounting 22 guns, escaped during the action. The privateers had a lieutenant and 12 men killed, and 27 wounded. The enemy lost both their captains, and had seven men killed, and 12 wounded. Captain Talbot proceeded to Kinsale with his prizes, which were immensely rich, and was convoyed from that port to Bristol by three men of war. The treasure and plate were there landed, and carried in 45 waggons to London. Each sailor's share of prize-money amounted to 850l. On this occasion, the patriotism of the proprietors of the privateers was manifested in a distinguished manner. Their share of the booty amounted to 700,000l. of

which sum they made a voluntary tender to the government to prosecute the war. The offer was accepted, and an interest paid to the proprietors.

The Kouli Khan, privateer, Captain Baker, took a Spanish ship from Carthagena to the Havannah, worth 400,000l. The Surprise, privateer, Captain Redmond, after an action of six hours, took a French East Indiaman with a cargo valued at 150,000l. but, from the number of shot in her hull, she sunk the next day.

In the month of July, the Jersey of 60 guns, Captain Charles Hardy, fell in with the St. Esprit, a French ship of 74 guns, at the mouth of the streights of Gibraltar. An engagement ensued, and was continued from half past six in the evening till nine, when the St. Esprit bore away for Cadiz, with the loss of her fore-mast and bowsprit, and 20 men killed. The Jersey was too much crippled to pursue her.

A project having been formed at Boston, in New England, to surprise Louisburg, the capital of the island of Cape Breton, Commodore Warren, who commanded at the Leeward Islands, received orders to proceed thither with such ships as could be spared from that station. On the 22nd of April he arrived at Canso, in Nova Scotia, where he found the troops encamped; they having reached the place of rendezvous three weeks before under convoy of ten stout privateers. On the 29th the troops were embarked, and the following day landed in Gabarus Bay, about a league from Louisburg, while the ships cruized off the harbor to intercept any reinforcements that might be sent from France. On the 19th of May, the commodore, in company with the Mermaid, took, after a short resistance, the Vigilante of 64 guns and 560 men, commanded by the Marquis de Fort Maison, bound from Brest to Louisburg, with stores

and provisions for the garrison. A considerable reinforcement of ships soon afterwards arriving from England, the siege was pushed with vigor, and, on the 15th of June, the governor capitulated.

While Commodore Warren remained on this station, many very valuable ships were taken by his cruizers, or put into the harbor of Louisburg, from ignorance of its being in the possession of the English. Among these were La Charmante and L' Heron from the East Indies, with cargoes valued at 350,000l. sterling, and La Notre Dame de Deliverance, the vessel which shortly before escaped from the Prince Frederic and Duke, privateers, valued at 600,000l.

The Rose of 20 guns and 170 men, commanded by Captain Thomas Frankland, cruizing on the north side of Cuba, fell in, about day break, with a large Spanish ship, which appeared, by her working, to be full of men. An engagement commenced about seven in the morning, and was maintained with great obstinacy more than five hours, when the enemy struck. She proved to be La Conception of 20 guns and 326 men, commanded by Adrian Mercan, and bound from Carthagena to Cadiz. In the action she had nearly 100 men killed, and four of her guns on one side disabled. The Rose had only five men killed and 12 wounded. The Conception turned out to be a most valuable prize. Besides a cargo of cocoa and hides, she had on board 70 chests of gold and silver, containing upwards of 300,000 pieces of eight, diamonds, pearls, precious stones, &c.

In the West Indies, Captain David Brodie, in the Merlin sloop of 14 guns and 100 men, was particularly active. He took from the French five privateers, all of superior force to his own ship, and one from the Spa-

niards. This spirited officer likewise attacked two Spanish xebecs, which had taken the Blast and Achilles sloops, and, after an obstinate engagement, obliged them to retire. Captain Brodie derived particular satisfaction from this success, as he afterwards learned that those vessels had been fitted out expressly for the purpose of taking the Merlin.

Vice-admiral Townshend, having been sent with a squadron to take the command of the Leeward island station, arrived on the 3d of October off Martinico, where he continued cruizing in order to intercept the stores and provisions expected from France for that island. On the 31st, a fleet of upwards of 40 sail, was discovered coming round the south end of Martinico, and keeping close under the shore. The admiral instantly gave chace, and soon approached near enough to perceive that they were a French convoy under the protection of several men of war, five or six of which appeared to be large ships. The vice-admiral made the signal for a line of battle, but observing that the French commander was solicitous to avoid an action, he gave orders for a general chace. This measure was so successful that many of the merchant ships were driven to the leeward, and picked up by the smaller vessels of the squadron. Mr. Townshend, meanwhile, continued in pursuit of the escort with the main body. The Ruby of 64 guns, after exchanging a few broadsides was driven on shore by the Lenox, and the French commodore escaped, by running his ship, the Magnanime of 80 guns, ashore, under the protection of the batteries of Fort Royal. Of the merchant ships, upwards of 30 were either taken or destroyed. A French frigate of 36 guns, which escaped

from the English on this occasion, was soon afterwards wrecked off Porto Rico.

Commodore Barnet, who had been sent the preceding year with a small squadron to the East Indies, cruizing off the Streights of Sunda, with his own ship, the Deptford of 60 guns, and the Preston of 50, commanded by Lord Northesk, fell in, on the 25th of January, with three large French East Indiamen, richly laden. These were the Dauphin, Jason, and Hercules, each mounting 30 guns, and carrying 150 men. An action immediately commenced, and the enemy made an obstinate resistance. Mr. Barnet ordered Lord Northesk to board one of the ships, while he himself attempted another; but, at that moment, both the tiller-ropes were cut by the enemy's shot. Having repaired this accident with all possible expedition, the three ships, at length, surrendered, after an action of two hours. The prizes were all of considerable value, and, in Europe, would have been worth 300,000l. but being sent to Batavia to be disposed of, they fetched only 80,000l.

The Medway and Diamond, two other ships of Commodore Barnet's squadron, were equally successful. Being ordered to cruize in the streights of Malacca, they, on their way thither, put into Achen, in the island of Sumatra, where they took a large privateer, fitted out by the French East India Company at Pondicherry. This vessel was afterwards taken into the service as a 40-gun ship, and called the Medway's Prize. They soon afterwards fell in with, and took a French ship from Manilla, which had on board 72 chests of dollars, each containing 3000; and two chests of gold, alone worth 30,000l.

Excepting an unsuccessful attack on Port L'Orient, nothing of consequence was attempted in Europe, in

the year 1746, but several gallant actions were fought by single ships.

On the 9th of February, the Portland of 50 guns, Captain Charles Stevens, cruizing off Scilly, engaged the French ship, L'Auguste of 50 guns and 470 men. After a close action of two hours and a half, she struck, being entirely dismasted, and having 50 men killed, and 94 wounded. A woman on board the Auguste behaved with the greatest intrepidity during the action; though many of the men ran from their guns, she stood firmly to her quarters, continued to fight, and actually discharged her musket six times after she was wounded. The Portland had five men killed and 13 wounded; her masts were much crippled, and her rigging cut to pieces. L'Auguste was taken into the navy, and named the Portland's Prize.

On the 24th of April, Mr. Brown, master of the Shoreham, having been put in by Captain Osborne to command a small privateer of two guns and 12 swivels, fell in with a Spanish privateer of ten guns, 18 swivels, and 78 men, which, after a desperate engagement of six hours and a half, he boarded and took. In the action, in which all Mr. Brown's ammunition was expended, 46 of the enemy were killed. Two days afterwards he took another Spanish privateer of five guns, and was, for his gallant behavior, promoted to the command of a sloop of war.

On the 8th of October, the Weasel, sloop of 12 guns, Captain Hugh Palliser, took, after an obstinate action, two French privateers; the Gentil of Boulogne, of six guns, six swivels, and 48 men, and the Fortune of Honfleur of 10 guns, 10 swivels, and 95 men. Captain

Palliser was, in the following month, made a post-captain for this action.

On the 11th of October, the Nottingham of 60 guns, Captain Philip Saumarez, cruizing off Cape Clear, fell in with the Mars, a French man of war of 64 guns and 550 men. After a close action of two hours, in which the enemy had 23 men killed, and 19 wounded, she surrendered. The Nottingham had three killed, and nine wounded: her prize was added to the navy.

The British privateers were likewise very successful. On the 13th of March, the Warren and Saltash attacked a French convoy at anchor off Fort St. Louis, under the protection of an armed ship of 10 guns. They took the latter with four of the merchantmen, and drove 16 others on shore.

The Alexander of 20 six-pounders, and 150 men, commanded by Captain Phillips, being on a cruize, a large ship was discovered at anchor under a small fort in St. Martin's Road, in the island of Rhé. Captain Phillips stood boldly in, boarded her with 50 men, and brought her off. She proved to be the Solebay of 22 nine pounders, and 230 men, which had been taken by the French two years before. The king, to reward the captain for his intrepidity, ordered a purse of 500 guineas, and a gold medal worth 200 more to be presented to him.

Captain Fortunatus Wright, commanding the Fame, a privateer of Liverpool, took, during a cruize in the Levant, sixteen French ships, one of which mounted 20 guns, and was manned with a chosen crew of 150 men, expressly for the purpose of taking or destroying the Fame. After a furious action of three hours off the island of Cyprus, the enemy ran their ship ashore, and es-

caped; but the vessel was boarded and brought off by Captain Wright.

The Dublin, privateer, took a register-ship worth 100,000l. and another valued at 150,000l. was captured by the King George, the Duke, and the Prince Frederic.

In the West Indies, vice-admiral Davers, commander-in-chief on the Jamaica station, having received intelligence that M. de Conflans, with four men-of-war, and a large convoy of merchantmen was expected at Martinico from France, immediately detached Captain Mitchell with a squadron to intercept him. On the 3d of August Captain Mitchell discovered the French fleet, but instead of bearing down to attack them, he called a council of war, in which it was resolved to defer the attack till the next morning. M. de Conflans, expecting an attack, formed his line of battle, and prepared to defend his convoy. A calm prevented the squadrons from approaching till the afternoon, when a favorable breeze for the English sprung up, and every one on board expected to be led on to battle, when, to their utter mortification, a signal was made to haul on a wind, and shorten sail. M. de Conflans, encouraged by conduct so disgraceful, now gave chace, and his head-most ship, coming up with the Lenox, a smart action of two hours ensued. Captain Lawrence bravely defended his ship, and the French commander bore away to rejoin his convoy. Captain Mitchell was so much alarmed lest the French should continue the pursuit, that he ordered his ships to put out their lights, and to make sail from the enemy. He was soon afterwards brought to a court-martial for his pusillanimous conduct in this action, and though the charges of cowardice and neglect

of duty were clearly proved, such was the lenity of the court, that they only adjudged him to be mulcted five years pay, and to be rendered incapable of ever serving again in the royal navy.

Captain Brodie, of the Merlin sloop, still continued to cruize with his usual activity and success. He this year took two large French ships of great value, after an obstinate conflict in which he lost his right arm; and, for his bravery and vigilance, was promoted to the command of the Canterbury of 60 guns.

Advice having been received in the East Indies, that a squadron of eight men-of-war, destined for the coast of Coromandel, had sailed from the Mauritius, under the command of M. de la Bourdonnais, Commodore Barnet repaired to Madras, for the defence of that settlement. The service soon afterwards sustained a severe loss in the death of that officer, upon which the command of the squadron on that station devolved on Captain Peyton, who continued cruizing between Fort St. David and Negapatam till the 25th of June, when the French squadron was discovered standing along shore to the northward. The wind being light, Commodore Peyton could not bring the enemy to action till four in the afternoon. An engagement began, which lasted till seven, when it grew dark. The loss sustained by the English was 14 men killed, and 46 wounded. That of the enemy amounted to 27 killed, and 53 wounded. The French ship, Insulaire of 20 guns, was dismasted, and so much disabled, that M. de la Bourdonnais ordered her to Bengal to refit. She was there lost at the mouth of the Ganges, and all her crew perished. The two squadrons continued near each other during the whole of the next day. Commodore Peyton

summoned a council of war, in which it was agreed, that in consideration of the bad condition of the ships, it would be highly prejudicial to the service to hazard a second engagement. In consequence of this resolution the squadron repaired to Trincomalé in the island of Ceylon, and the French repaired to Pondicherry.

The conduct of Commodore Peyton on this occasion has been treated with an asperity which he does not appear to have deserved. Those who are so liberal in their censure of that officer, have certainly forgotten the great disproportion which existed between his force and that under M. de la Bourdonnais. The English squadron consisted of six ships, carrying 270 guns and 1700 men, while that of the French was composed of eight ships, having 398 guns and 3300 men.

On the 6th of August Commodore Peyton appeared off Negapatam, and came in sight of the French squadron a few leagues to the southward of Pondicherry, but still thought it prudent to decline an engagement. M. de la Bourdonnais now resolved to lay siege to Madras, and proceeded to Pondicherry to make the necessary arrangements. The governor and council immediately sent to commodore Peyton, who was then lying in the road of Pulicat, about eight leagues to the northward of Madras, to inform him of the perilous situation of that settlement entreating him to come to its relief; but that officer not thinking himself justified in hazarding an action with his crazy ships, and a superior enemy, proceeded to Bengal to refit. Madras was immediately invested both by land and sea, and on the 10th of September Governor Morse capitulated.

Towards the conclusion of the year Commodore Griffin arrived from England with five ships of war,

which gave the British naval force, in India, a decided superiority over that of the enemy.

ANSON'S ENGAGEMENT OFF CAPE FINISTERRE.

At the beginning of the year 1747, the French government resolving to attempt the recovery of Cape Breton, equipped a strong squadron at Brest, and gave the command of it to M. de la Jonquiere. Another squadron was at the same time prepared to sail to the East Indies, and these, for the better protection of their convoys, were ordered to proceed, in company, as far as possible. On receiving this intelligence the English ministry ordered a strong force to be got ready. The command of this fleet was conferred on Vice-admiral Anson and Rear-admiral Warren, and it consisted of the following ships:—

Ships.	Guns.	Commanders.
Prince George	90	George Anson, Esq. vice-admiral of the Blue. Capt. John Bentley.
Namur	74	Capt. Hon. Edward Boscawen.
Devonshire	66	Peter Warren, Esq. rear-admiral of the White. Capt. Temple West.
Monmouth	64	H. Harrison.
Prince Frederic	64	H. Morris.
Yarmouth	64	Piercy Brett.
Princess Louisa	60	C. Watson.
Nottingham	60	Ph. Saumarez.
Defiance	60	T. Grenville.

Pembroke	60	Capt. T. Fincher.
Windsor	60	T. Hanway.
Centurion	50	P. Denis.
Falkland	50	B. Barradell
Bristol	50	Hon. W. Montagu
Ambuscade	40	J. Montagu.
Falcon	10	R. Gwynne.
Vulcan fire-ship	8	J. Pettigrew.

With this force Admiral Anson sailed on the 9th of April from Plymouth and remained of Ushant and Brest till the 20th, when he stood to the south-west, in order to make Cape Finisterre. He cruized off that place till the 3d of May, when the French fleet, consisting of 38 sail was discovered. Nine of the enemy's ships immediately shortened sail and drew into a line of battle a-head.—These were:—

Ships.	Guns.	Men.	Commanders.
Le Serieux	66	556	M. de la Jonquiere, chef d'escadre.
L'Invincible	74	700	M. de St. George,
Le Diamant	56	450	M. d'Hoquart,
Le Jason	52	355	M. de Beccard.
Le Rubis	62	328	M. M'Carty.
La Gloire	44	300	M. de Salesse.
L'Apollon	30	132	M. de Santon.
Le Philibert	30	170	M. de Cellie,
La Thetis	20	100	M. de Maçon.
La Vigilante	22	100	
La Modeste	22	100	
Le Dartmouth	18	50	M. de Penoche.

Meanwhile the ships under their protection, among which were six small frigates, or armed vessels, crowded all the sail they could, in the hope of effecting their escape. The English admiral at first made the signal for his squadron to form the line of battle, but Commodore Warren suspecting that the manœuvre of the enemy was intended only to gain time and to favor the escape of the convoy, communicated his opinion to Mr. Anson, who, immediately took in his signal for the line, and hoisted one for a general chace. About four in the afternoon the Centurion, Captain Denis, having got up with the enemy's sternmost ship, began to engage her; and had to sustain the united attack of two of the largest French ships which bore down to her assistance, till the arrival of the Namur, Defiance, and Windsor, which engaged the enemy with the greatest spirit. The Namur, Captain Boscawen, being vigorously attacked by several of the French ships, the Defiance, Captain Grenville, bore down to his relief. Both these officers displayed the greatest bravery, and having disabled their antagonists, they, together with the Windsor, pushed forward to prevent the enemy's van from escaping. The Devonshire, Commodore Warren, had by this time come up with M. de la Jonquiere, in the Serieux, and closely engaged him till the latter struck. The commodore then proceeded to attack the Invincible, commanded by M. de St. George, and was so well seconded by the Pembroke and the Bristol, that his antagonist was quickly dismasted.—On this occasion the spirit with which the British Captains fought, cannot be better evinced than by the following fact:—When the Bristol, Captain Montagu, began to engage the Invincible, Captain Fincher in the Pembroke, endeavoured to get in

between her and the enemy, but not finding sufficient room, he hailed the Bristol, and requested Captain Montagu to put his helm a-starboard, or the Pembroke would run foul of his ship. To this Captain Montagu replied. "Run foul of me and be d—d; neither you nor any man in the world shall come between me and my enemy."—The enemy defended themselves with uncommon obstinacy, and it was not till the admiral himself came up that they all struck, after an engagement of three hours. The compliment paid by M. Jonquiere to the British admiral on this occasion, is too remarkable to be omitted. *Monsieur*, (said he, presenting his sword to Mr. Anson), *vous avez vaincu l'Invincible et la Gloire vous suit.*—"Sir, you have conquered the Invincible, and Glory follows you;" alluding to the names of two of the French ships. About seven in the evening the admiral brought to, having previously detached the Monmouth, Yarmouth, and Nottingham, in pursuit of the convoy, which they came up with and took nine sail. Three of these were East India ships. The remainder escaped by favor of the night.

The loss of the French in this action was about 700 men killed and wounded. One of their captains was killed, another lost his leg, and M. de la Jonquiere received a wound by a musket-ball in the shoulder.

On board the English fleet 250 were killed and wounded. Among the former was the gallant commander of the Defiance, Captain Grenville, at the age of twenty-eight years, "who, (to use the words of the commander in chief), was an excellent officer, and whose death cannot be sufficiently lamented." Being mortally wounded in the thigh by a fragment of his shattered ship, he exclaimed when expiring, "How much

more desirable it is thus to meet death, than, suspected of cowardice, to fear justice!" He was nephew to Viscount Cobham, who erected to his memory an elegant column, ornamented with trophies, in his gardens at Stowe.

Vice-Admiral Anson brought his prizes in safety to Spithead. The money found on board them amounted to upwards of 300,000l. which was put into twenty waggons, and conveyed to London under a military escort. On the 13th of June Admiral Anson was created a peer of Great Britain, and Rear-Admiral Warren was honored with the order of the Bath.

Soon after Vice-Admiral Anson sailed, a squadron of six men of war was dispatched, under the command of Captain Fox, with directions to cruize between Ushant and Cape Finisterre, for the purpose of intercepting a large fleet of French merchantmen, which were expected from the West Indies. On the 20th of June this fleet, consisting of upwards of 170 sail, was discovered. They were protected by four ships of war, to which Captain Fox immediately gave chace. The French commodore, M. du Bois de la Motte, finding that he had greatly the advantage of the English ships, kept in the rear of his convoy to defend it and favor its escape. Captain Fox continued the pursuit all night, and the next morning the French commander, perceiving that the enemy gained upon him, deserted his charge, and left the merchantmen to shift for themselves. Forty-eight of those vessels were taken, and the remainder were so dispersed

that many of them fell into the possession of different cruizers.

Sir Peter Warren being ordered with a squadron to cruize off Cape Finisterre, was informed on the 22d of June that a large fleet of coasters was lying in Sediere Bay, a small port to the westward of Cape Ortegal; he immediately dispatched Captain Roddam in the Viper sloop of 14 guns, with the Hunter dogger and a privateer, to take or destroy them. Captain Roddam stood into the bay, and attacked and silenced a small battery, which, after landing, he totally destroyed. He then burned twenty-eight sail of small vessels, and in two days rejoined the admiral with five others and a Spanish privateer. For this spirited conduct he was soon afterwards promoted to the command of the Greyhound frigate.

On the 14th of July, the Warwick of 60 guns, Captain Erskine, and the Lark of 44, Captain Crookshanks, who was the senior officer, having under their convoy the trade to Newfoundland, fell in with the Glorioso, a Spanish man of war of 74 guns and 750 men, having on board plate and treasure to the amount of 1,300,000l. The English ships immediately gave chace, which was continued the whole day. About eleven at night the Lark, being a-breast of the enemy, began to fire, and almost at the same instant the Warwick, which till then had kept in the wake of the Lark, tacked and stood to the northward. In consequence of this manœuvre, the two ships became widely separated; the Spaniard seized the opportunity of attacking the Warwick, which fought with great resolution, till her masts, yards, sails, and rigging, were shattered and torn to pieces. The Lark, meanwhile, having little wind, was unable to get up to

support the Warwick, till the latter was so disabled as to be utterly incapable of pursuing the enemy, who made off with all possible expedition.

The Glorioso got safe into Ferrol, where she landed her plate and treasure, and then set sail for Cadiz. Her passage towards the latter place was rendered not a little remarkable by the many encounters she sustained with British ships. She was first attacked by the Oxford of 50 guns, Captain Callis, who, after having engaged her for some time, was obliged to abandon the contest in consequence of her very superior force. Scarcely had the Oxford quitted her, when she fell in with the King George, Prince Frederic, Duke, and Princess Amelia, better known by the name of the Royal Family privateers, commanded by Mr. Walker, who, after a short but spirited action, suffered her to proceed. Captain Hamilton, in the Dartmouth, of 50 guns, being so near as to hear the firing, bore down upon the Glorioso and attacked her with great impetuosity. They had not been long engaged when the Dartmouth blew up, and her brave commander perished, together with his whole crew, excepting seventeen persons, who were taken up by the boats of one of the privateers. The following circumstantial account of this catastrophe is given by Commodore Walker in the narrative of his voyages:

"The unfortunate ship which was blown up was the Dartmouth man of war, Captain James Hamilton, who being the night before several leagues to the westward, and hearing the report of the guns in the late engagement, made the best of his way to the point from whence the firing proceeded. In plying up to windward, he fell in with our chace first, and engaged her before our

ships came up; so that, being the headmost of the fleet, the Dartmouth was imagined by us to be the Prince Frederic. He engaged the enemy in a running fight, very warmly, for about an hour and a half with his bow-chace, which the Spaniard as briskly returned from his stern, and had come almost to a close engagement when the Prince Frederic had brought her bow chace to bear, and had also begun to engage. In the beginning of this action the Dartmouth blew up, lucky it was for some of her people that the Prince Frederic was so near, as she immediately got out her boats to their assistance, as did likewise the Duke, which was also near enough to lend her aid. They took up seventeen of them alive, among whom there was no one of any rank except Mr. O'Brien, who was a young gentleman of Ireland, and then an acting lieutenant. He was taken up, having recovered his senses, floating on the carriage of a gun, on which he had been blown out of the ship into the water. He was a young gentleman of great ease in behavior, and of a happy readiness of wit, which talents he has since improved, so as to gain the esteem, as he before engaged the favor of mankind. His first salute to Mr. Dottin was, "Sir, you must excuse the unfitness of my dress to come on board a strange ship, but really I left my own in such a hurry, that I had no time to stay for a change." This easy turn of thought, amidst the melancholy scene lightened the consideration, and verified the observation, that good-humor is half way to philosophy. Of all the persons saved, Mr. O'Brien was the only one who could give any account of the affair, which was this: Being sent by Captain Hamilton with a message to the officer who commanded below, as he was down between decks, he was met by the gunner who attended the ma-

gazine, staring wildly and trembling. He asked Mr. O'Brien where the captain was. "Where should he be, but upon deck?" replied the lieutenant. "O, Sir! the magazine——" at which word the explosion happened, and he knew no more till he found himself floating on his new bark in the midst of the sea. His escape was the more extraordinary, as he was between decks when the explosion happened; a circumstance which, it might naturally be imagined, would have occasioned his certain death; but he was probably blown out sideways in the same direction the carriage was sent, and so alighted on it in the water; for he often assured us that he did not get upon it by swimming or catching hold of it, as he found himself on it the moment he was sensible."

But to return to the Glorioso. She had now, after so many escapes, nearly reached the place of her destination, when she fell in, off Cape St. Vincent, with the Russel of 80 guns, commanded by Captain Buckle. This was the first time she had encountered a ship of equal force with herself. Her commander, on this occasion, behaved with the utmost gallantry, and maintained an obstinate contest of nearly six hours, during which he had twenty-five men killed, when he surrendered. The number of the Spaniards was so great, that Captain Buckle was obliged to put part of them on board the two privateers, the King George and Prince Frederic, which were in sight during the action. So inferior were the numbers of his own crew, that he was likewise under the necessity of taking sixty men from each of those vessels, to assist in guarding the remainder of the prisoners, and in navigating his own ship, together with the prize, to Lisbon, where he arrived with her in

safety. In the action the Russel had twelve men killed and twenty wounded.

HAWKE'S ENGAGEMENT OFF CAPE FINISTERRE.

A numerous fleet of French merchant ships being ready at the Isle of Aix to sail under the convoy of a strong squadron to the West Indies, Admiral Hawke was dispatched to cruize off Cape Finisterre, in the hope of intercepting them. He accordingly sailed from Plymouth on the 9th of August, with the following ships:—

Ships.	Guns.	Men.	Commanders.
Devonshire	66	550	Edwd. Hawke, Esq. rear-admiral of the Red. Captain, J. Moore.
Kent	74	550	T. Fox.
Edinburgh	70	480	H. Cotes.
Yarmouth	64	410	C. Saunders.
Monmouth	64	410	H. Harrison.
Princess Louisa	60	400	C. Watson.
Windsor	60	400	T. Hanway.
Lion	60	400	A. Scott.
Tilbury	60	400	R. Harland.
Nottingham	60	400	P. Saumarez.
Defiance	60	400	J. Bentley.
Eagle	60	400	G. B. Rodney.
Gloucester	50	300	Ph. Durell.
Portland	50	300	C. Stevens.

Admiral Hawke continued cruizing according to his instructions, till on the 14th of October, at seven in the

morning, he discovered the French fleet. A general chace immediately commenced, and in an hour the English saw a great number of ships, but so crowded that they could not count them. At ten Mr. Hawke made the signal for the line of battle a-head, and soon afterwards the Louisa being the headmost and weather-most ship, made a signal for discovering eleven sail of the enemy's line of battle ships. In half an hour he was hailed by Captain Fox, of the Kent, who informed him that they counted twelve very large ships. The French commodore at first mistook the British fleet for part of his own convoy which had separated in the night, but discovering his error, on a nearer approach, he directed the Content, of 64 guns, and all the frigates, to make the best of their way with the merchantmen, and drew out the following ships in order of battle:—

Ships.	Guns.	Men.	Commanders.
Le Tonnant	80	822	M. de L'Etendeur, chef d'escadre. Capt. M. du Chauffaut.
L'Intrepide	74	686	Count de Vaudreuil.
Le Terrible	74	686	Count de Guay.
Le Monarque	74	686	M. de Bedoyerre.
Le Neptune	70	686	M. de Fromentiere.
Le Trident	64	650	M. d'Amblimont.
Le Fougueux	64	650	M. Duvigneau.
Le Severn	56	550	M. Durouret.

Admiral Hawke observing that this manœuvre was designed by the French commander to facilitate the escape of the convoy, and finding that he himself lost time in forming his line, while the enemy was standing

away from him, made the signal at eleven for a general chace. When his headmost ships were at a proper distance he made signal for engaging, which was immediately obeyed. About noon the Lion and the Princess Louisa, which were the headmost ships of the British squadron, came up with the enemy's rear, and began to engage very warmly, passing along their line of fire, to the van. The French squadron was inferior in point of force; but had the advantage of the weather-gage. The English admiral, in the Devonshire, in passing on to the first ship he could get near, received the distant fire of several vessels, till he came close to the Severn, of 50 guns, which being soon silenced, he left her to be taken by the frigate astern. He then hauled his wind, to assist the Eagle and Edinburgh, which were both closely engaged with the Tonnant, and the latter of which had lost her fore-top mast. This attempt was, however, frustrated. The Eagle having had her wheel shot to pieces, all the men at it killed, and her braces and bowlings destroyed, fell twice an board the Devonshire, which drove that ship to leeward, and prevented her from attacking Le Monarque and Le Tonnant within such a distance as to do execution. The admiral at length succeeded in his endeavors to close with those two ships; but while engaged with the latter, the breeching of all his lower deck guns broke, and the guns flew fore and aft, which obliged him to shoot a-head, as those on the upper aud quarter-deck could not reach his antagonist. Captain Harland of the Tilbury, observing that the Tonnant fired single guns at the Devonshire, in order to dismast her, stood on the other tack between that ship and the enemy, and gave her a very smart fire.

The new breechings of the Devonshire were speedily seized, so that she was again soon in a condition to renew the action, by which time the admiral had got almost alongside the Trident, of 64 guns, which ship he immediately began to engage. He kept up such a brisk fire upon her that she soon struck. The activity and intrepidity of Admiral Hawke were displayed in a most distinguished manner in this engagement. The Devonshire had now taken two of the enemy's ships, but not satisfied with the glory he had already acquired, the British commander bore down within musket-shot of the Terrible, of 74 guns. Having got alongside of her, he attacked her with such fury, that about seven in the evening the enemy called for quarter.

While the gallant admiral was thus employed, Captain Saunders, of the Yarmouth, with unparalleled bravery, engaged the Neptune, of 70 guns; and though the Monmouth, of the same force, lay for some time on his bow, and another of the enemy's ships on his stern, he fought with such spirit, that after a close action of two hours and a half the two former struck. The Neptune which had 100 men killed and 140 wounded in this desperate encounter, was so near the Yarmouth when she surrendered, that the crew of the latter jumped on board to take possession of their prize.

It was now growing dark; six of the enemy's ships had struck, and the Tonnant and Intrepide, to escape the fate of their companions, crowded all the sail they could, and endeavored to get away under favor of the night. Notwithstanding the damage the Yarmouth had sustained in the obstinate conflict in which she had been engaged, Captain Saunders could not with patience observe the flight of the enemy, while none of

the English ships were in pursuit of them. He, therefore, proposed to Captain Saumarez, in the Nottingham, and Captain Rodney, in the Eagle, who were within hail, to stand after them. Those three ships accordingly gave chace; about eight they came up with the enemy, and engaged them. Unfortunately Captain Saumarez was killed by the first fire from the Tonnant, which occasioned the Nottingham to haul her wind.—The Eagle being unable to get near enough to come into action, the Yarmouth had to deal with both the enemy's ships for some time, till they, at length, got out of the reach of her guns, and escaped.

The French behaved in this engagement with uncommon spirit, and evinced great judgment in their manœuvres. All the ships taken, excepting two, were dismasted; they had upwards of 800 men killed and wounded, and among the former the captain of the Neptune. The loss on the part of the English amounted to 154 killed, and 558 wounded. Among the former, as we have already mentioned, was Captain Saumarez. This brave and excellent officer was one of the lieutenants of the Centurion, in the celebrated expedition of Commodore Anson; and in the year 1746 distinguished himself by the capture of the Mary, as has been already related. At the time of his death he was only 37 years old. A plain monument is erected to his memory in Westminster Abbey. Sir James Saumarez, whose distinguished services, during the late war, have placed him in the first rank of our naval heroes, is, we believe, his grandson.

Admiral Hawke brought to for the night, in order to collect his ships, and the next morning called a council of war, in which it was decided, that it would be imprudent to pursue the enemy's convoy. He, however,

dispatched the Weasel sloop to Commodore Legge at the Leeward Islands to apprize him of their approach, that he might take the necessary measures for intercepting them. In consequence of this precaution many of the ships were taken by the English cruizers on that station. The admiral then steered for England, and on the 31st of October arrived at Portsmouth, with his prizes, all of which, excepting the Neptune, were purchased by government, and added to the navy. In the following month, his majesty, as a reward for his services, honored him with the order of the Bath.

No other naval transaction worthy of notice occurred during the remainder of the year. In January, 1748, Rear-admiral Sir Edward Hawke being ordered to cruize with a squadron in the mouth of the Channel, discovered a sail, to which the admiral directed the Nottingham, Captain Harland, and the Portland, Captain Stevens, to give chace. The Nottingham got up with the enemy about ten o'clock, but the Portland being the sternmost ship, did not arrive to support her consort till nearly an hour after the commencement of the action. The sea ran so high as to prevent both the English ships and the enemy from opening their lower ports; so that, owing to the uncertainty of firing with effect in such a swell, the action was prolonged till four in the afternoon, when the enemy struck. She proved to be the Magnanime, of 74 guns, and 686 men, commanded by the Marquis d'Albert, and was part of a squadron bound to the East Indies; but, having suffered considerable damage in a heavy gale of wind, was re-

turning to Brest. In the encounter she had forty-five men killed and 105 wounded. The Nottingham had sixteen men killed and eighteen wounded; but the Portland, which had kept constantly on the enemy's quarter, had only four wounded.

The Edinburgh of 70 guns, commanded by Captain Cotes, having been sent, together with the Eagle, Windsor, and Princess Louisa, of 60 guns each, and the Inverness of 24 guns, to join the squadron under Sir Edward Hawke, fell in with a Spanish fleet off Cape Cantin. It consisted of the nine following ships of the line: El Sobervio and Leon, of 74 guns each; Colorado of 70; Oriento, Brillante, and La Pastora, of 64; El Rosario of 60; Xavier and La Galgo, of 50 guns, which had under their convoy about twenty-seven sail of merchantmen, with which they had, a few days before, sailed from Cadiz for the West Indies and South America. The Spanish ships of war immediately drew into a line of battle to receive the English squadron, which being too weak to hazard an engagement with such a superior force, Captain Cotes endeavored to cut off some of the convoy, which he observed dispersed and in great confusion. He accordingly gave chace and took five, of which three were register-ships bound to Vera Cruz. The Spanish admiral, who meanwhile remained with his fleet in the line of battle, made not the least effort either to protect his convoy or to recover the captured ships.

The operations in the West Indies were this year of a more interesting nature than they had been for several preceding ones. Admiral Knowles, who commanded on the Jamaica station, sailed on the 13th of February from Port Royal, with the design of attacking the Spanish

settlement of St. Jago de Cuba, in the island of Hispaniola. In this expedition he was accompanied by Governor Trelawney, and 340 men belonging to his regiment. His squadron consisted of the flag-ship of 80 guns, one of 64, five of 60, one of 50, and two sloops. Being obliged by contrary winds to relinquish his original design, the admiral resolved to make an attempt on Port St. Louis, a French settlement on the south side of the island.

On the 8th of March the British squadron arrived before the place, and the same day drew up within pistol-shot of the batteries, defended by seventy-eight pieces of cannon and 600 men, under the command of M. de Chateaunoye. The garrison played furiously on the ships as they advanced, and before the Strafford could come to an anchor, her brave commander, Captain Rentone, was killed by a shot which took off his leg and thigh. According to the orders of the admiral, the ships never returned the enemy's fire till they had reached the stations assigned them, and had moored in a close line ahead. A furious cannonade then commenced, in the midst of which the French sent some fire-ships to drop on board the Cornwall or the Elizabeth, but the boats being immediately manned, towed them off through a brisk fire of the enemy's musketry. At length, after a tremendous cannonade of three hours, the French officers found it impossible to keep their men to the guns; their fire ceased, and the governor accepted terms of capitulation. The loss sustained by the squadron amounted to seventy killed and wounded. Among the former, the only officers besides Captain Rentone, were Captain Cust, who served as a volunteer on board

the Elizabeth, and Lieutenant Brebner of the Cornwall. The enemy had 160 men killed and wounded; and three ships, a snow, and three privateers, were taken in the harbour. Admiral Knowles having completely destroyed the fortifications, proceeded with his squadron to the attack of St. Jago de Cuba.

On the 5th of April he arrived before that place, and the plan of attack being arranged, the Plymouth and Cornwall were ordered to lead into the harbour. As they approached, their commanders observed that the enemy had laid a boom across the entrance, behind which were moored four vessels filled with combustibles, ready to be fired in case the British ships should succeed in forcing the boom. Captain Dent, aware of the danger into which the squadron might be led if he proceeded, took the opinion of his officers, who all agreed, that, if he persisted in attempting to force the boom, the ships would be exposed to almost inevitable destruction. He therefore hauled off after firing a few broadsides; upon which the design was relinquished, and the squadron returned to Jamaica. At the desire of the admiral, Captain Dent was afterwards tried by a court-martial for his conduct on this occasion, and was most honorably acquitted.

ENGAGEMENT OFF THE HAVANNAH.

After this failure Admiral Knowles cruized off the Tortuga Bank, in the hope of intercepting the Spanish plate fleet, expected at the Havannah from Vera Cruz. The Lenox, one of the ships of his squadron, being very weak and in bad condition, was ordered home to convoy

a fleet of merchantmen, having previously had twenty-four of her guns taken out to enable her to make the passage with greater safety.

"September the 29th, in the morning," says an officer on board the Lenox, "we spied seven sail of large ships bearing down upon us, which proving to be Spanish men of war, our captain made a signal for his convoy to save themselves as well as they could. We then stood towards the enemy till it was almost dark, when it was thought prudent to provide for our own safety, having nearly 200,000l. on board. We had hopes of meeting with Admiral Knowles, who was cruizing off the Tortuga Bank. We accordingly joined him the next morning, and informed him of what had happened, on which we made sail to meet the Dons, and on the 1st of October came up with them. The Tilbury led the van, the Strafford next, and our ship, the Lenox, in the third place. Admiral Knowles, in the Cornwall, perceiving by the enemy's line of battle that the vice-admiral must fall to our share, bid us fall a-stern of him, that the two commanders might engage each other; we did accordingly, and so became the fourth ship, the Warwick being next, and the Canterbury last. The enemy at this time having their frigates out of the line, the Oxford, our smallest ship, was likewise ordered out; and at a little past two the Spaniards began to fire, but at too great a distance to do any execution. Soon afterwards the admiral made the Tilbury's signal to bear down near the enemy; but that not being complied with, he fired a shot or two at her; however, he himself in the Cornwall edged down close on the Spanish vice-admiral. We did the same, being very near him, when all hands merrily played away, excepting the Warwick and Can-

terbury, which were so far a-stern that they could not come up, neither did they fire a shot for upwards of two hours. All this time the enemy had six ships against our four; and what added to our disadvantage, about an hour after the action began, the Cornwall had her main-top-mast-head shot clear away, with some other damages, which occasioned her to haul out of the line, and she never came into it again. We then shot up into her place a-breast of the Spanish admiral, where we had very warm work, having three of the enemy's ships playing upon us at once above an hour, when the Warwick and Canterbury came up very seasonably to our assistance. At this juncture one of the Spanish ships was fairly beaten out of the line, as well as the Cornwall on our side. Mr. Knowles having refitted, bore down upon the Spanish disabled ship, and took her with little or no resistance. The action was now closer and hotter than ever, and the Spaniards being sick of it, edged away towards the Havannah, it being but a little way from them. We bore after, and did great execution, for we were almost yard-arm and yard-arm—we peppered them sweetly. The enemy bearing more away, threw us partly a-stern of them, though then we did not lie idle: for soon getting under the Spanish vice-admiral's stern, we luffed up and gave him several broadsides, which raking him fore and aft, tore him to pieces. About nine o'clock, not being able to distinguish one ship from another, we left off. The Spanish vice-admiral, having lost his main and fore mast, ran ashore; the rest, though greatly disabled, got into port, off which we paraded with our prize, the Conquestadore, till all our ships were new rigged, and then we stood towards the Spanish vice-admiral's ship, which was on shore.

Upon seeing us come near him, he set her on fire, and in an hour's time she blew up. We then returned to parade off the Havannah, where we took an advice-boat from Old Spain, which damped our spirits with the unwelcome news of a peace, for we had great hopes of taking the Spanish plate-fleet, in which there could not be less than forty millions of dollars. English tars had never more reason to blame fortune than now; for if she had favored us with only two hours day-light more, we should have taken or destroyed the whole Spanish squadron, and finer ships were never built. Their force were as follows, besides a regiment and all their privateer men:—

SPANISH LINE OF BATTLE.

Ships.	Guns.	Men.	Commanders.
Invincible	74	700	Rear-admiral Spinola.
Conquestadore	64	610	Don T. St. Justo.
Africa	74	710	Vice-admiral Reggio.
Dragon	64	610	Don de la Pas.
New Spain	64	610	Don F. Barcella.
Royal Family	64	610	Don M. Forrestal.
Galga	36	330	Don P. Garrecocha.
	440	4150	

ENGLISH LINE OF BATTLE.

Tilbury	60	400	Captain, Chas. Powlett.
Strafford	60	400	D. Brodie.
Cornwall	80	600	Charles Knowles, Esq. rear-admiral of the Blue. Captain Taylor.

Lenox, 70 guns, only 56 aboard.	56	400	Chas. Holmes.
Warwick	60	400	T. Innes.
Canterbury	60	400	Ed. Clarke.
Oxford	50	300	Ed. Toll.
	426	2900	

In this action the Spaniards had eighty-six men killed and 197 men wounded. Among the former were Don T. de St. Justo, Captain of the Conquestadore; Don Vincent de Quintana, second captain of the Africa; and Don Pedro Garrecocha, captain of the Galga: and among the latter, Admiral Riggio, with fourteen other officers. The British squadron had fifty-nine men killed and 120 wounded.

The conduct of the different officers concerned in this engagement, as well that of the admiral himself, as of his captains, soon became a subject of serious investigation. Mr. Knowles is said to have privately propagated charges against individuals under his command, which they, when informed of, were not backward to repel. In their own vindication they even attributed the principal, if not the only cause, of the failure, to the misconduct of the commander in chief. On his return to England he was tried by a court-martial, held on board the Royal Charlotte yacht, at Deptford, on the 11th of December, 1749. On the 20th the evidence closed, when the court unanimously found him guilty of negligence, in not bringing up the squadron in closer order than he did; for not beginning the attack with so great

a force as he might have done; and for not shifting his flag when the Cornwall was disabled.

This mortification seems to have excited the resentment of the admiral, who immediately exhibited charges against the gallant Captain Holmes, an officer, whose conduct in the engagement appears to have been quite unimpeachable. The sentence of the court was the most honorable panegyric that could possibly be given to the zeal and intrepidity of that active officer. Captain Powlett, of the Tilbury, was also tried, and honorably acquitted. The animosity which prevailed among the captains of this squadron was, at length, inflamed to the highest pitch; the admiral was challenged by Captain Holmes, and Captain Innes was shot in a duel with Captain Clarke. The latter was tried at the Old Bailey, and received sentence of death; but many circumstances appearing in his favor, his majesty was induced to grant him a free pardon. Being informed that several other challenges had been sent to the admiral, the king ordered three of the officers to be taken into custody, which put an end to farther dissensions.

In the East Indies the British squadron, under Admiral Griffin, maintained its superiority over the enemy, so that the French, with the greatest caution, avoided an engagement. On the 29th of July Rear-admiral Boscawen arrived with a reinforcement of six ships of the line, and two frigates, as commander in chief of the British forces, in the East Indies, and proceeded to lay siege to Pondicherry. The admiral himself conducted the operations on shore, while Captain Leslie, to whom he entrusted the command of the squadron, blockaded the place by sea. After lying before the town two months, Mr. Boscawen finding that he had made little

impression on the enemy's works, resolved, as the rainy season was fast approaching, to abandon the attempt, in which he had already lost upwards of 1000 soldiers and seamen. In November he received advice of the cessation of hostilities between the belligerent powers.

On the 15th of October the Chesterfield, of 40 guns, being at anchor off Cape Coast Castle, in Africa, Captain Dudley, who was then on shore, sent off his barge to Mr. Couchman, the first lieutenant, ordering him to send the cutter on shore, with the boatswain of the ship, to see the tents struck, and to carry every thing belonging to the ship on board that night. Couchman, instead of complying, ordered the barge to be hoisted in, and the boatswain to turn all hands on the quarter-deck; upon which he advanced from his cabin with a drawn sword, and declared he would stand by them while he had a drop of blood in his body. He was accompanied by John Morgan, the lieutenant of marines, Thomas Knight, the carpenter, his mate, John Place, and about 30 men with cutlasses, who immediately gave three cheers. Couchman then sent for Mr. Gastril, the boatswain, to know if he would join his party, He replied that he would not, at the same time intreating him to consider what would be the consequences of his conduct. Couchman then threatened to put him in irons, but the boatswain boldly told him, he would never join in such piratical designs. He was then ordered into custody, and two centinels placed over him. Couchman then sent for Gilham, the mate of the ship, to whom he made the same proposal; but the latter desired to know whither he was bound and on what account. He replied:—"to take, burn, and sink; and to settle a colony in the East Indies!" Five or six more were put

into custody with the boatswain, but their confinement was not of long duration; for about midnight Couchman sent for them into the great cabin, and desired them to sit and drink with him, after which he dismissed them. The next day the boatswain was invited to dinner by the new commander, who began to rail against Captain Dudley, and asked him and one of the mates what they thought of the affair. They both replied they thought it rank piracy; on which Couchman said it was now too late for him to recede, and he had been forced into the measures he had taken by the ship's company. The boatswain represented to him that nothing could justify him in running away with the king's ship. The lieutenant and carpenter then proposed their signing a paper, but the boatswain replied he would sooner suffer death and in this declaration he was joined by the mate. When the boatswain had left the great cabin he went to that of the gunner, who was sick and unable to leave it; in order to concert measures for recovering the ship. Couchman's party had seized all the arms; but the gunner informed him that he could furnish twenty pistols. By this time Mr. Fraser and Mr. Gilham, mates, the gunner's mate and yeoman, with the cockswain of the barge, had joined them, and to this little party the boatswain communicated his design of securing the ship that night. They unanimously and with the greatest alacrity engaged to support him in the attempt It now began to be very dark, and the boatswain went to sound the ship's company. On the forecastle there were about thirty men, to whom he, in a prudent manner disclosed his design, and soon convinced them of the necessity for its immediate execution. The first step was to get up all the irons on the forecastle; he

then sent for the twenty pistols which were all loaded. He next stationed three men upon the grand magazine, and two to that abaft; the remainder who had no pistols were directed to stay by the irons, and secure as many prisoners as he should send. This disposition being made, he went directly down on the deck, where he divided his small company into two parties; one going down the main and the other the fore hatchway, they soon secured eleven or twelve of the ringleaders, whom they sent up to the forecastle without the least noise. The two parties then joined and went directly to the great cabin, where they secured Couchman, the lieutenant of marines, and the carpenter, whom they immediately secured in different parts of the ship, which they brought safe to Portsmouth. For this spirited conduct Mr. Gastril was promoted to be the boatswain at the dock-yard of that port, and the other officers, who had assisted him were rewarded.

Couchman and his associates were, the following year, tried by a court-martial. He, together with the lieutenant of marines, the carpenter and his mate, the quarter-master, the steward and seven seamen, received sentence of death. The two first were shot, on board the Chesterfield; the four others and one seaman were hanged: but the rest were pardoned by his majesty.

On the 17th of October, a treaty of general peace was concluded and signed at Aix la Chapelle.

The following is a comparative statement of the losses by sea of the different powers during the war:—

Ships of war taken and destroyed by the English.

	Of the line.	Frigates and Sloops.	Total.
Spanish	13.	4.	17
French	20.	14.	34
	33	18	51

Large Privateers and armed Ships taken and destroyed by the English

	Ships.	Guns.	Men.
Spanish	40.	687.	5237
French	129.	2512.	15761
Total	169	3199	20998

British ships of war taken and destroyed by the French and Spaniards.

Of the line.	Frigates.	Sloops and Fire-ships.	Total.
2.	4.	8.	14

State of the royal navy of Great-Britain at the peace of Aix la Chapelle, October, 1748.

Rates.	Number.	Guns.	Men.	Tons.
First	5	100	850	2000
Second	11	90	750	1730
Third	17	80	600	1586
Third	27	70	480	1415
Fourth	33	60	400	1191
Fourth	32	50	300	1053
Fifth	39	44	250	815
Sixth	47	24	160	509
Sloops	35	14	110	280

Rates.	Number.	Guns.	Men.	Tons.
Bombs	10	12	100	282
Storeships	3	24	120	694
Fire-ships	5	16	45	304
Hospital-ships	7	20	100	1895
Yachts	49	10	20	164
Total	320	12,196	82,845	259,423

END OF VOL. I.

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